The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8343. 宣統二年九月初九號 TUESDAY, OCTOBER 11, 1910. 禮拜二 香港英十月十一號 $36 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..........$15,000,000
RESERVE FUNDS:—
Sterling £1,500,000 at 2/-=$15,000,000
Silver..........$16,000,000
—————$31,000,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq.
Andrew Forbes, Esq.
G. Friesland, Esq.
Hon. Mr. Henry Keswick
C. R. Lenzmann, Esq.
S. A. Levy, Esq.
F. Lieb, Esq.
W. Logan, Esq.
G. H. Medhurst, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STABB,
Acting Chief Manager.

Hongkong, 28th September, 1910. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL..........£1,200,000
RESERVE FUND..........£1,600,000
RESERVE LIABILITIES OF PROPRIETORS..........£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 " —3½ "
" " " 3 " —2½ "

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP..........Yen 24,000,000
RESERVE FUNDS.......... " 16,660,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO.
KOBE.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.
TIENTSIN.
PEKIN.
NEWCHWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOYANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months..........4 % p.a.
" 6 " ....3½% "
" 3 " ....2½% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th September, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 3rd March, 1910. [11

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP..........Gold $3,250,000
RESERVE FUND..........Gold $3,250,000
Gold $6,500,000
(about £1,500,000.)

HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 3½ " "
For 3 " 3 " "

N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central.

Hongkong, 26th September, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yong So, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force..........	$37,855,885.00
Assets..........	8,415,250.00
Income for Year..........	2,566,559.00
Insurance Fund..........	8,216,813.00

LEFFERTS KNOX, Esq., District Manager.
B. W. TAPE, Esq., District Secretary. } Hongkong, Canton, Macao and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.

Hongkong, 16th July, 1910. [810

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now Luxuriantly Furnished and Up-to-date in every respect. Situated in the most central position. Large and Airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and Comfortable Lounge. Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Trocadero), leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo.

Telephone No. 197.
Telegraphic Address "Comfort" Hongkong.

Hongkong, 1st September, 1910. [176

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI..........	DEVANHA.......... Capt. H. Powell..........	Daylight, 14th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	ASSAYE.......... Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	*See Special Advertisement.*
SHANGHAI, MOJI, KOBE and YOKOHAMA..........	JAPAN.......... Capt. H. W. A. Clark...	About 15th Oct.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES..........	NORE.......... Capt. G. Philipps..........	About 19th Oct.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 11th October, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF STRAW HATS

$2.50 to $4.00 each.

LANE, CRAWFORD & CO. [81

THE WELL-KNOWN HORSE HEAD BRAND.

GUINNESS' STOUT. IN QUARTS,

MACGREGOR, CALDBECK & CO.
TRADE MARK.
EXPORT BOTTLERS, LONDON & GLASGOW.

BASS' ALE. PINTS and SPLITS.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
Established 1864.

Hongkong, 10th October, 1910. [33

Hotels.

TRY

WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [407

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909. [17

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 10th October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
TUESDAY, 11th October.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
WEDNESDAY, 12th October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
THURSDAY, 13th October.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
FRIDAY, 14th October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
SATURDAY, 15th October.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
	5.15 P.M. KINSHAN
SUNDAY, 16th October.	
10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 16TH OCTOBER, 1910.

The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES:
1st Class Return $3, Single $1.50. 2nd Class Return $1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. $4. Single Fare also $4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909 [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

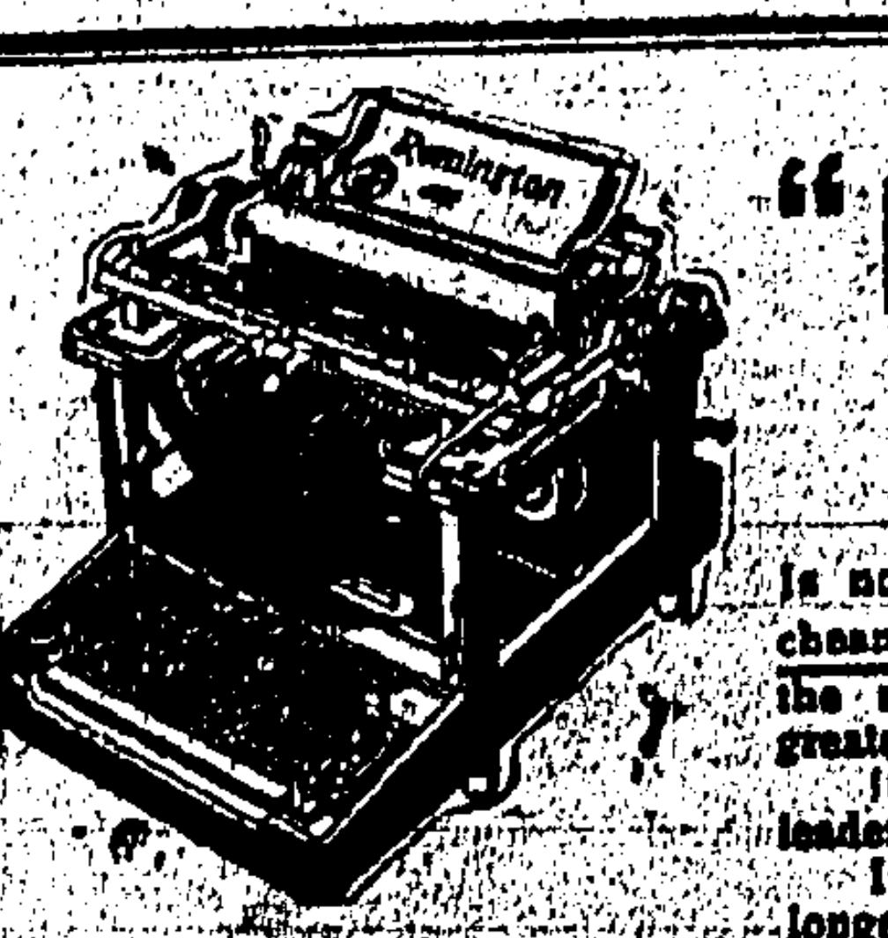
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone, 171. Telegrams "Astor." [24



THE "REMINGTON" TYPEWRITER

is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON.
SIEMSSEN & CO.,
(Machinery Dept.) [4

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" ...... Capt. F. Isske ...(T. 6,100)	About TUESDAY, 18th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. F. Prosch ...(T. 16,000)	WEDNESDAY, 19th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" .... Capt. P. Grosch (T. 20,500)	About WEDNESDAY, 19th October.
KUDAT and SANDAKAN...........	"BORNEO" ....(T. 5,050) Capt. F. Sembill	End of October.
MANILA, YAP, MARVUN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" ...... Capt. F. Isske ...(T. 6,100)	SATURDAY, 5th Nov., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th October, 1910. [7

Intimations.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL-OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.

Inspection Invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 10th January, 1910. [411

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [10

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [48

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1909.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c.; restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, [illegible] or Derbyshire neck. It improves the general health, and quickly removes [illegible] healing, straining, spasmodic cough, too often the precursor [illegible]

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in England, 2/9. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners [illegible] Registered Trade Mark, "VETARZO." Legal proceedings will be taken against persons pirating [illegible]

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effectual means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Sixpence, from [illegible] Co., Gospel Oak, London, or of Agents for above medicines. Price 10 annas Post Free.

Agents for India—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length ......515 ft.	Docking Length......376 ft.	Docking Length......481 ft.
Width of Entrance . 80 „	Width of Entrance... 50 „	Width of Entrance... 63 „
Water on Blocks ...... 28 „	Water on Blocks ... 26 „	Water on Blocks...... 21.5 „

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

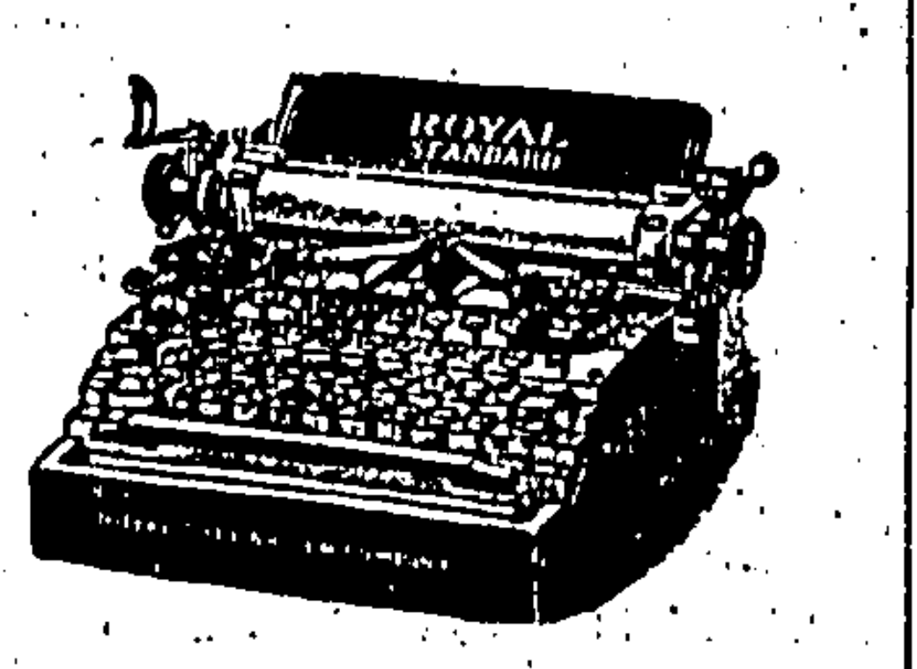
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903. [32



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost $165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

61, DES VOEUX ROAD. [44

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1910. [49

LEE YEE

HAIR DRESSING SALOON,

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE,

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907. [5

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th September, 1910. [59

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910. [63

TO LET.

GODOWN No. 5a, DUDDELL STREET.

Apply to—

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[illegible]

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From the University of Pennsylvania, U.S.A.

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Hongkong, 27th January, 1910. [2

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Hongkong, 7th Nov., 1904. [7

SPORTING NOTES.

PARSIS v. THE PRESIDENCY.

The annual match between the Parsis and The Presidency XI was played at Poona on the 8th and 9th September and resulted in an easy victory for the former. The Parsis winning the toss elected to bat and contributed the respectable score of 386 runs. The Presidency replied with 119 and had to follow on in consequence responding with 81 runs only. Thus the Parsis won by an innings and 186 runs.

BUFFS vs. CIVILIANS.

A friendly game of football was played on Saturday afternoon on the Military Ground between the Buffs and Civilians. The latter team was captained by Mr. A. Storrie. The game was a good one and resulted in a draw with no scores registered on both sides. This is the first time since the last season the civilians took the field, and nothing much could be said of them, but with hard practice they will make a good team. The teams were as follows:—

Buffs:—Fitzpatrick (Goal) Barlett and Mannering (Backs) Reynolds, Wren and Cooper (Halfbacks) Barlett, Ryan, Taylor, Downs and Williams (Forwards)

Mr. Storrie's team:—Hay (Goal) Hamilton and McCubbin (Backs) Wilkie, Barlow and Gregory (Halfbacks) Aitcheson, Hedley, Brown, Cooper and Storrie (Forwards).

RUGBY.

H.M.S. KENT vs. HONGKONG RUGBY CLUB.

This match was played on the Club Ground at the Happy Valley on Saturday before a large gathering of spectators. The game was an exciting and interesting one throughout. The *Kent* played an excellent game and won by 8 points to *nil*.

The teams were:—H. M. S. *Kent*—backs; Piduck, Raybould, Sloman, Douglas and Grimmitt, three-quarters; Turner and Horswell, half-backs; Highton, Heeman, Davis, Johns-Grinter, Brimilcombe, Bryant and Smith, forwards.

Hongkong—T. J. Robson, back; I. C. Roberty, H. G. Hegarty, G. D. McIlwraith and C. A. W. Ferrier, three-quarters: J. McGregor and T. Cocker, halves; A. Temperley, C. C. F. Cunningham, W. Ross, H. Bates, D. J. Cheeseman, J. Bell-Irving, A. H. Reiss and H. W. Lester, forwards.

BOWLS.

POLICE vs THE REST OF LEAGUE.

An exciting game of Lawn Bowls was played on the Police grounds on Saturday afternoon, between the Police and the rest of the League. The game was a very even one and at the end of it the Police came off losers by one point.

The score were:—

POLICE.		KOWLOON.	
K McLennan		A. Ramsay	
Insp. Robertson		D. Harvey	
Insp McHardy		T. Petrie	
Insp. Cameron (skip)	15	J. Crawford (skip)	7
POLICE.		TAIKOO.	
Insp. Gourlay		Mr. Hardwick	
P. C. Stuart		Mr. Dickie	
P. S. Pitt		Mr. Ferguson	
Insp. Withers (skip)	20	Mr. Scott (skip)	20
POLICE.		CIVIL SERVICE.	
P. S. Grant		W. Fincher	
L. S. Ogg		F. Howell	
Insp. Fenton		L. Wheal	
P. C. Bell (skip)	22	C. Bond (skip)	21
	57		58

CRICKET.

HONGKONG CRICKET CLUB 1ST XI v. THE "REST."

The above teams met on Saturday, on the Club Ground, the game resulting in a draw. The scores were:—

FIRST XI.

Lt. F. B. Hitchcock, c Hancock b Bird......	4
Reader Harris, st Hancock, b Garnett	50
J. A. Cooke, R.N., c Turner, b Bird	29
L. R. Tippen, R.N., c and b Bird	0
Rev. D. H. Payne, st Hancock, b Bird	9
A. P. H. Rouquette, c Turner, b Garnett ...	11
Col. Stacpole, c Hancock, b Garnett	6
E. F. Townsend, c R. Hancock, b Garnett	4
B F. Chapman, b Turner	11
P Jacks, st Hancock, b Garnett	7
O. T. Carre, c Bagnall, b Bird	12
M. M. Maas, c Garnett, b Turner	2
D. E. Donnelley, c Sharpin, b Turner	11
Capt. Clapham, Garnett, b Turner	0
A. R. Lowe, b Sharpin	12
W. E. Warburton, c Turner, b Sharpin	2
G. A. Hastings, not out....................	19
Extras	10
Total.....................	153

BOWLING ANALYSIS.

	O.	M.	W.	R.
R. E. O. Bird	15	2	53	5
Capt. G. Garnett..........	13	0	61	5
Bagnall	8	1	13	0
Sharpin....................	3.2	0	19	2
Turner	6	1	23	5

CLUB 1ST XI.

A. C. E. Elborough, c R. Harris, b Maas....	2
Capt. Garnett, R. A., b Payne	11
W. C. D. Turner, b Maas	0
A. P. Dashwood, c Warburton, b Maas......	17
Lt. Bagnall, c Hitchcock, b Payne	12
R. Hancock, not out	32
E. Hancock, b Pestonji.......................	33
H. D. Sharpin, not out	11
Extras	4
Total (for 6 wkts)	128

BOWLING ANALYSIS.

	O.	M.	R.	W.
Maas......................	9	3	30	3
Payne	10	0	40	2
Chapman	1	0	20	0
Pestonji	4	0	19	1
Donnelley	2	0	6	0

BULLION.

Messrs. Samuel Montagu and Co.'s Circular dated London, September 15, contains the following:—

GOLD.—The arrivals of bar gold amounted to about £600,000 of which £172,000 was reserved for India; the remainder was purchased for the Continent. The price remained at 77s 9d per oz. Std.

Withdrawals were made from the Bank of England as under:—

Sept.	£
8	100,000 in sovereigns for Constantinople.
9	15,000 in sovereigns for South Africa.
9	100,000 in sovereigns for Egypt.
10	270,000 in sovereigns for Egypt.
13	25,000 in sovereigns set aside for Straits Settlement Reserve.

During the week there has been a total efflux of £510,000, in spite of which the total amount held by the Bank of England this week shows a small increase. Some further considerable amounts are already engaged for Egypt and Constantinople, which will leave by the first steamer.

Silver.—The market has fluctuated within very narrow limits during the past week, opening at 24⅛d. on Thursday, falling 1/16d. on two successive days, and rising 1/16d. on each of the other three days. It is a curious fact that although the extreme fluctuations were but 3/16d. the cash price has altered each day, a very unusual occurrence.

Bombay has been very quiet owing to the Hindoo holidays. On the other hand, Calcutta has been fairly active as a buyer, and the supplies on this side being small, its influence has been felt. The China exchange remaining about on a parity with silver, Shanghai has been working pretty freely both ways, as a rule selling at above 24⅛d and buying at anything below. It is interesting to note that about £280,000 which arrived in Bombay was transhipped to Shanghai.

Bombay speculators have not been active, although the rains continue to be extremely favourable. Possibly they consider that they are holding about enough. The difference of 1/8d was maintained until yesterday, when the combined effect of small buying of cash for India and selling of forward for China has reduced the difference to 1/16d. The stocks in Bombay and Shanghai are still about the same, the offtake in the former being about 65 bars per day.

A shipment of £15,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, September 16, says:—

The Silver market has shown a firmer undertone during the past week and although there was a fall to 24⅛d on the 12th instant, price subsequently recovered to 24 9/16d. To-day on a little selling from China there has been a slight reaction and we quote 24½ for spot and 24 9/16d. two months forward.

The Continental buying mentioned in our last circular has continued whilst the firmness of the Shanghai exchange has enabled China to buy both for early shipment, and for forward delivery. Bombay has been closed two days this week owing to the Parsee New Year, but we understood the up-country demand is again increasing. With the excellent crops in India and the expected large export of beans from China, silver is likely to be wanted for both those quarters, slightly higher rates seem possible.

The difference between spot and forward has varied between 1/16th and 1/8th, and the discount on cash silver seems likely to continue, for stocks are still heavy and it is only the cheapness of money which enables them to be carried as easily as they are.

Large shipments are, however, expected to be made to India at the end of this month, which may considerably reduce the accumulation of silver in London.

Gold has been in keen demand for the Continent, and the whole of this week's arrival was bought for export, Russia and Holland both being buyers of what was available after the usual requirements for India had been satisfied.

During the week sovereigns to the value of £911,000 have been withdrawn from the Bank of England, chiefly for Turkey and Egypt.

THE WEATHER.

On the 11th at 11.55 a.—The barometer has fallen over the Loochoos and S.W. Japan, and risen elsewhere, particularly over the N. part of the Sea of Japan.

The depression remains near Naha, Southern Loochoos. It is moving very slowly towards N.E.

The high pressure area, which is still central over the continent to the North of the Yangtse valley, extends now over the N. part of the Sea of Japan.

Fresh to strong N.E. monsoon may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate to fresh; fine.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

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Hongkong, 19th September, 1910. [60

PROJECTED RAILWAYS IN CHINA.

With reference to the progress of railway construction in China, the following information is from the report by H.M. Commercial Attache at Peking (Mr. W. P. Ker) on the foreign trade of China in 1909, which will shortly be issued:—

The following list of projected railway is for the most part limited to those lines which have appeared in official programmes. The mileages are approximate.

Kirin-Changchun (Kuanchengtzu) (Chi-Chang) Railway.—This line, the surveys for which are completed, will be 80 miles long; construction was to commence in the spring of this year.

Kirin-Changchun (Kuanchengtzu), Chi-Chang) Railway.—This line will be 540 miles long, and is to be undertaken on the completion of the Kirin-Changchun line.

Chinchowfu-Aigun Railway.—The preliminary agreement for this railway was signed in January, 1910, for American loan and British construction; the length of the line will be 750 miles.

Kalgan-Suiyuan (Chang Sui) Railway.—Preliminary surveys have begun on this line which will be 180 miles in length, and the route will probably be via Tatungfu. Trains are expected to run as far as Tienchen (Shansi), a distance of 50 miles, in the spring of 1912, and an extension is intended later to Urga and Kiakhta.

Chengtingfu-Tehchow Railway (110 miles).—This line will connect the Peking-Hankow and Tientsin-Pukow railways.

Chefoo-Weihsien Railway (170 miles).—This line will connect Chefoo with the Shantung Railway. Progress is delayed for the want of funds.

Taiyuanfu-Puchowfu (T'ung-Pu) Railway (450 miles).—This railway will connect the north and centre of Shansi province with the Shensi Railway at Tungkwan, south of Puchowfu (see below). Only the construction of the section from Taiyuan to Pingyaohsien (60 miles) appears to be in immediate contemplation.

Tungkuan-Honanfu (Hsi T'ung) Railway (730 miles). This line was surveyed in 1909.

Sianfu-Tungkwan (Lo-T'ung) Railway (55 miles). This line was surveyed in 1909.

Sianfu Lanchowfu Railway (80 miles).—This line was noted in the programme of the Board of Communications as to survey in 1911, but the project is still somewhat indefinite.

Lanchowfu-Ilifu Railway (1,250 miles).—No definite arrangements have been made.

Kaifeng-Suchowfu Railway (175 miles).—This line was surveyed in 1909.

Suchowfu-Tsingkiangpu (Ching Hsu) Railway (120 miles).—The construction of this line has been begun from Tsingkiangpu; it is intended to be completed in 1911.

Tsingkiangpu-Haichow (Ching-Hai) Railway (71 miles).—This last section is intended to provide an outlet to the sea for the great trunk line from west to east, which will be formed by the execution of projects 8, 9, 12 and 13 above noted, in addition to the existing line from Honanfu to Kaifeng.

Tsingkiangpu-Kwachow (on the Yangtse opposite Chinkiang Railway (more than 100 miles).

Singa-chow-Fengyang or Pukow Railway (170 miles).

Chaochowfu or Swatow via Waichow to Shek lung or Shuichun Railway (200 miles).—These are alternative projects for connecting Swatow with the Canton district and the Canton district and the Canton-Kowloon Railway.

Macao-Fatshan Railway (on the Canton-Samshui line) (75 miles).—A concession for the line was granted to a Portuguese syndicate in 1902.

Kweilin-Chuanchow (Kwangsi) Railway (80 miles).—Preliminary surveys were made for this railway in 1909, but owing to lack of funds construction has not begun.

Langson-Lungchow Railway (46 miles).—This is the proposed French extension, metre gauge, of the Hanoi-Langson line. It is proposed to continue this line to Nanning (150 miles).

Yunnanfu-Szechuan Railway (450 miles).—To Suifu or Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey this line in 1909.

Bhamo-Tengyueh (Tien-Mien) Railway (123 miles).—Preliminary surveys have been completed; the line will be of 2ft. 6in. or metre gauge.

The above list of projects is not exhaustive, but even of the projects mentioned many are likely to be delayed for want of funds. The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railways under the supreme control of the Board of Communications, and recognises the necessity for foreign loans; the latter are jealous of Government interference and insist with varying degrees of failure or success on providing their own capital and their own engineers. In spite, however, of all obstacles, the construction of railways is bound to continue, and ample opportunities for British enterprise will be afforded for many years to come. Competition for supplying material is exceedingly keen, and the only firms that have a chance of success are those which are directly or indirectly represented by technical experts on the spot. It is perhaps not fully realised in the United Kingdom that Chinese railway engineers are not, as a rule, qualified to draw up detailed specifications of locomotives and other requirements, and are largely dependent on the assistance of the manufacturers' agents. Thus it is that even in the case where tenders are publicly invited in time for firms at home to compete, the result is often necessarily a foregone conclusion. Credit is due to the builders of such railways as the Sunning and the Peking-Kalgan lines, which are well and cheaply constructed without foreign assistance, but it may be pointed out that the supply of native engineers capable of similar undertakings is at present strictly limited. It is unreasonable to expect in connection with purely Chinese railways the same level of efficiency in the specification and decision of tenders as prevails, for instance, on the South Manchuria railway.

RAILWAY SCHOOL IN PEKING.

An indication of the interest taken by the Central Government in the future of railways in China is afforded by the establishment in September, 1909, in connection with the Ministry of Communications at Peking, of a school for training railway officials. The school is built for 600 students, but the number is at present limited to 350, who come from all parts of the Empire and vary in age from 18 to 25. There are about 30 teachers, including 1 British, 1 American (a drill sergeant), 2 French and 2 German. Most of the teachers are Chinese students returned from abroad, and they are well paid. The full course is three years, and the students are divided into three sections according to the foreign language, English, French or German, taught them in addition to other subjects. The curriculum includes the Chinese language, drill, geography, history of Chinese railways, mathematics, drawing, chemistry, pyhsics, traffic management, railway bookkeeping, elements of engineering, steam and electrical, workshop administration, and railway company law.

THE SHANGHAI TAOTAI.

Towards the end of the last Chinese moon the Shanghai Taotai, Tsai Nai-huang, wired to the Board of Finance to the effect that the local financial situation was very critical and it was feared that if the money which he had lent out to the Chinese banks were called in all of a sudden it would be disastrous to the market. The time for paying the indemnity due the 9th moon had however arrived and he felt obliged to ask the Board to help by making him an advance. The Board without inquiring into the true state of things in Shanghai jumped at the conclusion that the Taotai was impertinent in making the request and wired back to reprimand him. After that was done a councilor submitted that the Taotai's telegram showed that the Shanghai market was very bad and depended on the public funds to save it from utter ruin, and that this being so, if the Board would not advance the Taotai the money he asked for the probabilities were that they would either be compelled to assist the market with a large sum of money or the whole market would be ruined, which would be too serious to contemplate. The Board then sent the Taotai a wire saying that it had despatched an urgent telegram to the Ta Ching Bank to lend him half a million taels to tide over the immediate difficulties. Just as it had sent off the telegram in question another wire arrived from the Shanghai Taotai saying that he had lent out the money to the Chinese banks solely in order to assist the market, and the Board had been informed of it, and that he had not done so from any selfish motive. Unless the Board would grant his petition for an advance the market would be ruined beyond repair. The President and Vice-Presidents of the Board of Finance were most indignant on seeing the Taotai's telegram and thought that he had the intention of opposing them; so they impeached him with the result that the Taotai was cashiered the very same day. The suddenness of the removal of such an important official is practically unknown and it is said the reason for it was that two Viceroys had spoken unfavourably of the Taotai before the Prince Regent when they were recently in Peking.

As soon as the decree cashiering him reached the Taotai he at once sent urgent telegrams to the Viceroy at Nanking and the Governor at Soochow saying he had not performed the duties of his office to the satisfaction of the Throne and had therefore been cashiered and he felt guilty, for thus abusing the indulgence and kindness they had shown him. He was, however, glad to say that his accounts were in perfect order and he could hand over the affairs to the new Taotai at once. He begged that his successor Taotai Liu Yen-Yi, be ordered to come to Shanghai with all haste and take over the seals from him. The financial situation was very critical and the sooner he was relieved of his burden the better for him. The Governor of Kiangsu was much surprised at the dismissal of the Taotai, for he considered that the Shanghai market was saved from a very serious disaster by him. His Excellency wired in reply to the Taotai's telegram that he was glad to know that his accounts were all in order and that he was in a position to hand over the seals to his successor at any time. He should, however, do his best with regard to the settlement of the affairs of the three bankrupt banks. The Taotai had his duties and responsibilities so long as he was in office. He would wire again after he had consulted with the Viceroy. H.H. Cheng To-chung then left for Nanking to see the Viceroy with a view to memorializing the Throne to allow the Taotai to remain in his post for a few months more to settle the affairs of the bankrupt banks and to assist the Shanghai market.—*Shanghai Times.*

Intimation.

"BEDFORD" RELIEF FUND.

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MONDAY, OCTOBER 17TH.

Seats may be Booked at The Robinson Piano Company on and after Monday, October 3rd.

Hongkong, 26th September, 1910. [614

Intimations

MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas; how many break down at this critical period, the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on oniapneum. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine,—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it."—Sold by chemists. 2

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AN ANGLO-CHINESE ASSISTANT TEACHER for the DIOCESAN SCHOOL.

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THE HEADMASTER.

Hongkong, 11th October, 1910. [619

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, 24th September, 1910. [627

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 20th day of October, 1910, at 12 o'clock Noon, at their Auction Rooms in
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THE VALUABLE LEASEHOLD PROPERTY,
IN ONE LOT,
known as Nos. 2, 4, 6, 8, 10, 12, 14 and 13, Li Sing Street, Victoria, Hongkong,

The property consists of all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the Remaining Portion of Marine Lot Number Seventy-one and now known there as Sections R, S, T, U and the Remaining Portion of Marine Lot Number Seventy-one and has an area of 8,290½ Square Feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendors' solicitors,

Messrs. DEACON, LOOKER & DEACON,
No. 1, Des Vœux Road Central,
Hongkong,
and also from the Auctioneers.

Hongkong, 8th October, 1910. [647

NOTICE TO SUBSCRIBERS.

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WEEKLY—$13 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

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(PAYABLE IN ADVANCE.)

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By Order,

THE MANAGER,
Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908. [57

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th Oct., 1910, 100 cts. per $ Mex

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa ℔	20
„ Corned—Ham Ngau Yuk „	22
„ Roast—Shiu „ „ „	22
„ Breast—Ngau Lam „	15
„ Soup, Tong Yuk „	20
„ Steak—Ngau Yuk Pa „	22
„ „ Sirloin—Ngau Lau „	30
„ Sausages,—Ngau Yuk Chaung „	26
Bullock's Brains— „ Know...... per set	9
„ Tongue fresh—Ngau Li...... each	50
„ corned—Ham Ngau Li „	60
„ Head—Ngau Tau „	85
„ Heart—Ngau Sum ...... per ℔	12
„ Hump, Salt—Ngau Kin „	18
„ Feet—Ngau Keok ...... each	8
„ Kidneys—Ngau Yiu „	9
Tail—Ngau Mei „	18
„ Liver—Ngau Con ℔	12
„ Tripe (undressed)—Ngau To „	6
Calves' Head and Feet—Ngau-chai-tau-keok ...... set	$1.00
Mutton Chop—Yeung Pai Kwat ℔	22
„ Leg—Yeung Pei „	22
„ Shoulder—Yeung Shau „	20
Pigs' Chitlings—Chi cheong „	22
„ Brains—Chi Know...... per set	24
„ Feet—Chi Keok „	12
„ Fry—Chi Chak „	25
„ Head—Chi Tau „	15
„ Heart—Chi Sum...... each	13
„ Kidneys—Chi Yiu ...... pair	9
„ Liver—Chi Kon ℔	30
Pork, Chop—Chi Pai Kwat „	20
„ Corned—Ham Chu Yuk „	—
„ Leg—Chu Pei „	24
„ Fat or Lard—Chu Yau „	15
Sheep's Head and Feet—Yeung Tau Keok ...... set	50
„ Heart—Yeung Sum...... each	6
„ Kidneys—Yeung Yiu „	9
„ Liver—Yeung Con ℔	24
Sucking Pigs, To Order—Chu Chai „	22
Suet Beef—Sang Ngau Yau „	20
„ Mutton—Sang Yeung Yau „	22
Veal—Ngau Chai Yuk „	20
„ Sausages—Ngau Chai Yuk Tong „	20

POULTRY.

Chicken—Kai Chai ℔	30
Capons, Large, Small—Sin Kai „	28
Ducks—Ap „	24
Doves—Pan Kau ...... each	—
Eggs, Hen—Kai Tan ...... per doz.	24
Fowls, Canton—Kai ℔	35
„ Hainan—Hoi Nam Kai „	30
Geese—Ngo „	28
Geese, Wild Shanghai—Sheung Hoi Ye Ngo ...... pair	—
Musk Deer—Wong Keng ...... each	—
Hare—To Chai „	—
Partridge—Che Khoo „	—
Pheasant—Shan Kai ...... pair	—
Pigeons, Canton—Pak Kup ...... each	30
„ Hoihow—Hoihow Pak Kup „	25
Quail—Om-Chun „	25
Rice Birds—Wo Fa Cheuk ...... dozen	75
Snipe—Sa Chui ...... each	25
Turkeys, Cock—Fo Kai Kung ... per ℔	80
„ Hen— „ „ Na „	60
Wild Ducks, Shanghai, Sui-ap ...... pair	—
Teal, Shanghai, Sui Ap Chai „	—
Wild Ducks Canton—Sang Shing Sui Ap ...... per pair	—

FISH.

	Cents.
Barbel—Ka Yu ℔	11
Bream—Bin Yu „	17
Canton Fresh Water Fish—Hoi Bin Yu „	17
Carp—Li Yu „	20
Catfish—Chik Yu „	20
Codfish—Mun Yu „	22
Crabs—Hai „	18
Cuttle Fish—Muk Yu „	15
Dab—Sa Mang Yu „	17
Dace—Wong Mei Lun „	12
Dog Fish—Tit Tu Sa „	9
Eels, Conger—Hai Man Yu „	17
„ Fresh water—Tam Sui Yu „	17
„ Yellow—Wong Sin „	22
Frogs—Tien Kai „	32
Garoupa—Sek Pan „	56
Gudgeon—Pak Kup Yu „	12
Herrings—Tso Pak „	18
Halibut—Cheung Kwan Yu „	28
Labrus—Wong Fa Yu „	20
Loach—Wu Yu „	28
Lobsters—Lung Ha „	45
Mackerel—Chi Yu „	24
Monk Fish—Mon Yu „	28
Mullet—Chai Yu „	26
Oysters—Sang Hoo „	—
Parrotfish—Kai Kung Yu „	18
Perch—Tan Loo „	16
Pike—Fa Paw Poong „	10
Plaice—Pan Yu „	18
Pomfret, Black—Hak Chong „	24
Pomfret, White—Pak Chong „	38
Prawns—Ming Ha „	44
Ray—Pei Pa Sa „	9
Rock Fish—Sek Kan Kong „	15
Roach—[illegible] Yu „	10
Salmon, [illegible]	40
Shark—Sa Yu ℔	9
Skate—Po Yu „	11
Shrimps—Ha „	28
Snapper—Lap Yu „	28
Soles—Tat Sa Yu „	22
Tench—Wan Yu „	20
Turbot—Cho How Yu „	24
Turtles, small, fresh water—Keok Yu „	56
White Bait—Ngan Yu Chai „	—

FRUITS.

Almond—Hung Yan ℔	25
Apples, (California)—Kam San Ping Ko „	24
„ (Chefoo)—Tin Chun Ping Ko „	20
„ Small—Hoi Tong „	7
„ Custard—Fan Lai Chi ...... each	5
Bananas, fragrant, Canton—Sang Sheung Heung Chiu ℔	3
„ (brides), Macao—San Heung Chiu „	4
Chestnuts, Chinese—Foong Lut „	12
Carambola—Yeung Tou „	7
Cocoanuts—Yeh Tsz ...... each	10
Grapes—Sin Tai Tsz ℔	24
Lemons, China—Ning Moong „	6
„ Amer.—Kum San Ning Moong „	6
Lichees, Small Stone—Lai Chi Con	25
„ Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning Moong ...... each	6
Mango, Manila—Lui Sung Mong	18
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz per doz.	—
Oranges, Tim Chang ℔	5
„ Small—Tai Kut ...... catty	—
„ Mandarin—Tim Kut	—
Olives—Pak Lam ℔	—
Passion Fruit ...... each	—
Pears, (American)—Kam San Shut Li ℔	9
„ (Canton), Cooking—Sa Li „	7
Peanuts,—Fa Sang	10
Persimmons, Large,—Hung Chie	7
Pine-apples, 1st quality—Sheung Poon Ti Paw-law ...... each	12
„ 2nd cooking—Chung-tang Paw-law „	—
Plantains—Tai Chiu ℔	3
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau ...... each	11
Walnuts, Hop Tou	12
„ Green—Sang Hop Tou	—
Shanghai Lo Kwat ℔	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk ℔	9
Beans, (French) Macao—Oh Moon Pin Tau	28
Beans, (French), Shanghai—Sheung Hoi Pin Tau	10
Beans, Sprout—Ah Choi	2
Beans, Long—Tau Kok	8
Beet Root—Hung Choi Tau ...... each	2
Brinjals, Green—Chang Yuan Ker	4
Brinjals, Red—Hung Ker	4
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy	5
Cabbage, Red—Kai Lan Tau ...... each	—
Cabbage, (Shanghai)—Yeh [illegible] „	12
Cane Shoots, bunch—Kau Shun „	3
Cauliflower, Large size—Tai Yeh Choi Fa ...... each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa ...... each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	7
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choi	—
Celery, White—Pak Yeung Kan Choi	—
Chillies, Dried—Con Lat Chiu	6
„ Red—Hung Fa „	6
„ Green—Cheng Lat Chiu	6
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa	2
Bitter Squash—Fu Kwa	8
Garlic—Suen Tau	8
Ginger, young—Sun Tsz Keung	4
„ old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan ℔	10
Indian Corn—Suk Mai ...... piece	4
Lettuce—Yeung Sang Choi ...... each	1
Water Chesnuts—Ma Tai „	6
„ Mandarin—Kwai Lum Ma Tai „	8
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	40
Onions, Bombay—Yeung Chung Tau	7
„ Green—Sang Chung	4
„ S'hai—Sheung Hoi Chung Tau	5
„ Japan—Yat Poon „ „	—
Okroes—Mo Ker	8
Parsley, English—Yeung Un Sai ℔	100
Green Peas—Cheng Tau	10
Potatoes, Sweet—Fan Shu	3
„ Shanghai—Sheung Hoi Shu Tsai	8
„ Japan—Yat Poon Shu Tsai	5
„ American—Fa Ki „ „	8
„ Foochow—Fuk Chau Shu Tsai	8
„ Macao—Oh Moon „ „	—
Pumpkin—Toong Kwa	2
Radish—Hung Lo Pak Tsai ℔	4
Rhubarb	—
Shalots—Con Chung Tau	6
Spinage (Chinese)—Paw Choi	—
Spinach—Yin Choi	4
Tomatoes—Fan Ker	5
Taros—Wo Tau	3
Turnips, Pun-ti (Long)—Low Pak	2
„ English—Yeung Low Pak ...... piece	—
Vegetable Marrow—Chit Kwa	3
Water Cresses—Sai Yeung Choi	8
„ Caltrops—Lan Kok	—
„ Lily Roots—Lin Ngau	4
Yams—Tai Shu	—
Sage ...... per bundle	7

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS,
Secretary, Sanitary Board.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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E
VERY OLD LIQUEUR
SCOTCH
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AND
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FLAVOUR.

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BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910 [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 11, 1910.

REPUBLICAN MACAO.

Above the portal of the Senate House in that "Gem of the Orient Sea," Macao, is inscribed these words "Cidade do nome de Deos, não ha outro mais leal." These words were the glory of Macao. Foreigners from all lands have looked on them with envy, and many a man who could truthfully say: "Of no mean city am I," has wished that his birthplace could boast so noble a distinction. For those words mean, "The City of the name of God: there is no other more loyal." For the heroes of whom Camoens sang in his incomparable verse, had shaken off the oppressive yoke of Spain, and those Portuguese Colonies which succeeded in fighting victoriously against their Spanish tyrants on the one hand, and their Dutch enemies on the other, deserve immortal fame. It was on the 20th of June, 1642, that two citizens of Macao were deputed as envoys to King John IV of Portugal, to congratulate him on his marvellous victories over the Spaniards, and to assure him of the undying loyalty of the colonists of Macao. They took with them as a gift to His Majesty two hundred bronze guns and a large sum of money. Camoens, writing of this, exclaimed: "Oh grand Portuguese fidelity, which shows itself in such devoted self-sacrifices!" King John IV, promoted the valiant Commander of his forces at Macao, and to reward the Senate for their more than Roman sense of duty, patriotism and desperate valour, as well as political wisdom and faithfulness, he commanded them to inscribe on the portals of their meeting house the words above quoted, which were engraved in the year 1654, and have remained since as a monument to the ancestors of men whom yesterday we called our friends. In 1810 the Royal Family of Portugal had fallen on evil days, and the whole nation was in arms to resist the murderous attack on the gallant little country made by Napoleon's Lieutenant, the pirate Junot, who actually dared to aspire to be made, by his master King of Portugal. But General Manuel de Brito Musinho, in conjunction with the British, gave the French a terrible defeat at Busaco. Both Beresford and Wellington were loud in their praises of the "unparalleled valour" of the Portuguese on this and many other occasions. Still, the poor country was torn with war, and the suffering Queen Maria I. together with the Regent Dom John had to take refuge in Brazil. All French attempts to seize the Portuguese possessions failed—indeed, the Brazilians succeeding in seizing French Guiana, and held it until the end of the Napoleonic wars, and the senate of Macao deputed Antonio Joaquim de Oliveira Mattos with large sums of money and other presents to go to Rio de Janeiro to present the expression of the traditional fidelity of the Colony to its exiled Sovereign. The title of "leal," which means "loyal," was then conferred on the Senate by the king. We could multiply instances of occasions when the people and Government of Macao have behaved in the grand manner, not as people perpetually threatened by powerful neighbours, and constituting only a small and comparatively weak community, but with a vigour and an unselfish generosity, with a valour and nobility unsurpassable in history. Camoens might well sing in lines which may be translated, though feebly, as follows:—

"Oh lordly sunflower who turns
Your face eternally where burn
The fires that all the planets light,
And all the different worlds make bright,
The type are you of that famed faith
That loyalty that dreads not death,
Our heroes to Braganza's race
All prove, be high or low their place."

It is the contemplation of the truly magnificent history of our allies the Portuguese that makes more poignant, more intolerable, the dreadful blow which fell yesterday on every lover of Fair Lusitania, and especially of the "Oidade de Nome de Deos." Only a few years ago we enjoyed in that lovely little Colony some of the happiest days which Life and Love together can give. The gardens and grotto of Camoens remain a sweet memory, now alas! to be poisoned by the inexplicable, the disastrous treachery and betrayal which for the first time blackens and defiles the history of the Macaense. The Senate has denied its king, the army has broken its oath of allegiance. Only a few days ago, a contributor wrote in our columns that if loyalty and fidelity were everywhere else dead, they would surely be found green and flourishing near the garden of Camoens. The people of Macao must make their choice. Either they are to remain far-famed throughout the world as models of loyalty and heroic fidelity, or they must consent to wallow in the sty prepared for them by their atheistic and republican friends who have been shedding blood in Lisbon. Let them accept the republican name and shame, let them betray their King and offend the God whose name on their Senate house becomes a blasphemy, but do not let them continue that blasphemy, nor dare to arrogate to themselves the high and distinguished honour which their ancestors so gloriously earned. Let them raze to the ground that Senate house which has held within its walls so many men distinguished for their loyalty and their patriotism; let them renounce the title of "leal," and be known to all the world as the comrades of the God-defying ruffians who widowed that noble and gentle lady, Queen Amelia, and slaughtered her eldest son. Let them be known as fellows of the oath breakers who attempted to murder her remaining son, their King. Let them be known as the companions of those who drove away the very type of all that is purest and sweetest in womanhood, of all that is dearest and most loveable in motherhood. Let them be known, not only as the haters of Her Majesty Queen Amelia, but also as brothers in arms with those who are valiant against holy nuns and religious sisters, against pious monks and unarmed priests. Let it be proclaimed throughout the world that Macao, drunk with the singing of the Marseillaise, has doffed her robe of honour and consented to consort with those who publicly reject God, and deny the Divine Redeemer of mankind, and has now donned the blood-hued cap of a shameless trollop who is not ashamed to become the scandal and reproach of the East. But let them never dare again to speak of the fairness and the noble sweetness of the past. The City of the Name of God! And they deny that He exists! There is no other more loyal! Loyal to what? Not to their religion, for they have denied it; not to their King, for they have torn down his flag. In 1789 one Silva Xavier nicknamed "Tiradentes" or the "toothdrawer" attempted, with some other traitors who had been infected with what were called "French opinions," to overthrow the monarchy and establish a republic. We rejoice to note that he was hanged. We most ardently and earnestly wish that every traitor in Macao might be hanged to-day. We loathe bloodshed, and abominate the horrors of war. But we are heart and soul in sympathy with those brave sons of ancient Lusitania who will yet strike a blow for their King and his beloved Mother, for the honour of their country and for the sake of the Christian religion.

LOCAL AND GENERAL.

CRIPPEN and Miss Le Neve have been committed for trial.

QUEEN'S College aquatic sports take place to-morrow afternoon at 5 p.m. in the V.R.C. Bath.

A SPLENDID gift has been made to the town of Airdrie by one of its sons. Sir John Wilson, coal and iron magnate, has given £10,000 for the purpose of building a town hall.

BARON DE SENDAL, Portuguese Minister at Tokyo, who has been transferred to a higher position and is leaving Tokyo shortly, has been decorated by his Majesty the Emperor with the Grand Cordon of the Rising Sun.

THE services of all the European gunners on the Imperial Chinese Customs cruisers are being dispensed with according to a recent order from Peking, and it is rumoured that other reductions of staff are in immediate contemplation.

A NUMBER of prosecutions under the Stamp Ordinance came on at the Magistracy this morning. Sixteen natives were charged for failing to cancel the stamp affixed to documents. One of the defendants was fined $50 while the rest had each to pay $15.

MESSRS. Armstrong, who built at Elswick, in 1898, the cruiser *Hai-Chi*, are contracting for the construction of another cruiser for the Chinese Navy. The new vessel will be a small one, similar to that which is being built for China by Messrs. Vickers.

THE Swedish East Asiatic Company has resolved to increase its fleet by the construction of two new steamers, which are to be delivered in the summer of 1911. After delivery of the steamers the company will sail every fourteen days from Gottenburg to the Far East.

ON the morning of the 28th ultimo, Admiral Winslow, in command of the British squadron on the China Station, Captain Cayley, of the *Minotaur*, Captain George Smith of the *Monmouth*, and three other officers, were presented to their Majesties the Emperor and Empress by Sir Claude MacDonald, the British Ambassador.

ON board the Nederland Company's steamer *Koningin Wilhelmina*, fire broke out among the coals in the bunkers on September 21, while she was nearing Sourabiya. An explosion followed, which resulted in one stoker and two cooks being seriously injured. The fire was soon mastered. The cargo underwent no damage.

DURING a terrific storm which burst over Kagoshima on the 22nd ultimo, a magnificent camphor-tree, 30 feet in circumference, was blown down or uprooted. In its fall it destroyed the kitchen of the High School and caused the death of one person and serious injury to another. The *Nagasaki Press* states that an outbreak of fire was narrowly averted.

SOME time ago it was stated that Mr. Kubota, chief engineer of N.Y.K. steamer *Chefoo-maru*, claimed to have invented an improvement for turbines. He went to Nagasaki, says the *Nagasaki Press* and the invention has been perfected under his supervision in a workshop at Deshima, and it is stated that successful trials have been carried out there. The invention will shortly be tested afloat.

AT a meeting of a Planter's Association at Sukabumi, in West Java, towards the end of last month, one of the members brought up the question of electricity in the cultivation of the ground there. He had corresponded on this subject with experts in Europe, and was experimenting himself in the same direction. He urged his fellows to try also, though many might shrug their shoulders at the idea.

A QUESTION OF FOREIGN LAWS.

POINT OF LAW DISCUSSED AT THE SUMMARY COURT.

When an action was mentioned before Mr. Justice Hazeland, Acting Chief Justice, in the Summary Court this morning, Mr. P. W. Goldring raised two preliminary objections that the case should not proceed further on the grounds that the defendant never pleaded a special defence and that defendant by his own evidence never attempted to show that the contract was for sale. The presumption of law was always in favour of the legality of a contract and the Court could assume nothing as to the laws of another country. It could not be proved what the laws were of Cuba, Manila or Vancouver, unless the Court could be shown satisfactory proofs. The parties themselves could not distinguish between the places mentioned. That being so the legality could be proved of what was done and the case could not go any further. The point had already been decided.

His Lordship—In your favour?

Mr. Golding?—No, against me.

Mr. Almada contended that in the first place he could not enter a plea of illegality. It was not a case of goods sold and delivered. On plaintiffs' own showing they were parties to a fraud.

Mr. Golding submitted that they must have some evidence of what the illegality consisted; otherwise, judgment must be given for him.

His Lordship after further discussion decided in the plaintiffs' favour.

THE EAST POINT TRAGEDY.

FURTHER EVIDENCE.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon, the case was resumed in which John William Hayes, a gunner's mate on board the U. S. S. *New York*, was charged with alleged wilful murder and causing grievous bodily harm at No. 9, Sharpe Street on the 25th September last. Mr. H. L. Dennys, Jr., from the Crown Solicitor's office, prosecuted and Mr Leo d'Almada a Castro appeared for the defendant.

Detective-Sergeant John Grant stated that on the evening in question he heard Police whistles while he was going home from Happy Valley. A native came up to him and made a statement, whereupon he proceeded to Bowrington Road. There he saw a lighted kerosine oil lamp lying on the road broken with oil all round it burning. He heard a lot of noise proceeding from the direction of No. 27 or 29, Bowrington Road as of persons rushing about. Smoke was issuing from the verandah. After he had been there a few minutes, Lance-Sergeant Ogg and P. C. Williams came up to him and they all went to extinguish the fire. He heard a shout from Sharpe Street West and shortly afterwards saw the defendant hanging by his hands from the brackets of the verandah of the first floor. Defendant's back was turned towards him and he could not identify him. He saw him pull himself up on to the verandah and shortly afterwards he began to throw articles of furniture on the street at the people below. The defendant walked along the verandah of No. 2, Sharpe Street, into which he disappeared. Shortly afterwards, he heard a noise as of persons tumbling down the stairs apparently head foremost, into the street. He saw a heap of something burning at the foot of the stairs. He rushed in and found a young child lying in the middle of the flames, its head on the ground and its feet on the steps of the staircase. He seized the child, carried it outside and handed it to some people in the crowd. He then attended to the fire and by the help of the flames in the street he was able to identify the defendant, who was standing on the verandah. He then heard a crash in the backyard. He went to the back part of the house but could see nothing, and returned to the front of the house, where he found the defendant in the custody of Lance-Sergeant Ogg and P. C. Watt. He was removed to No. 2 Police Station, where he saw the child brought in on the arms of a Japanese. The child's head was bleeding.

Cross-examined by Mr. d'Almada, witness stated that in his opinion the defendant was not drunk at the time. He was furiously mad and threw everything he could get hold off into the street and occasionally said "How's that for a shot?" He acted in a very wild manner. The child was quite naked and witness went up the house. He did not see the defendant arrested. He saw the defendant in a drunken condition with Lance-Sergeant Ogg, Sergeant Grant and P.C. Watt around him. He was carried part of the way from No. 2, Sharpe Street. He was carried to the Police Station just half-way. He took it that he had to be carried not because he was drunk but because he was disorderly and with the object of keeping him safe. Defendant did not resist because he could not.

Lance-Sergeant Ogg gave corroborative evidence.

Dr. W. A. Moore, Assistant Superintendent of the Government Civil Hospital, testified to a Japanese child being admitted to the Hospital in a dying condition at about 8.55 p.m. on the 25th September last. The child died shortly after nine o'clock. Deceased was found to be suffering from five wounds on the left side of the head and four in front above the ear. There were superficial burns on the left side of the chest. He subsequently made a *post-mortem* examination on the following day.

The cause of death in his opinion was due to fracture of the skull.

The case was remanded to Friday, the 14th.

FIRE AT TAIKOO TO-DAY.

TWO HOUSES BURNED.

This morning an outbreak of fire occurred a few minutes past eight o'clock in Shaukiwan Road between Messrs. Butterfield and Swire's Sugar Works and their Quarry Bay Dockyard. Two houses were more or less burned out. In the case of one, the roof collapsed and the house was thereby made a total wreck. In the other instance, the walls and roof withstood the flames and it suffered only from the destruction of its contents.

Fortunately there were no occupants, as the houses were used as stores for matting employed in the packing of sugar from the Sugar Works. As may be well imagined, however, the material with which the houses were crowded went up like matchwood, and those portions of it which were too wet to burn at once continued to smoulder dangerously for several hours.

Curious to relate, it so happened that the Fire Brigade had just finished morning drill when the fire-bell rang out its warning notes, so that the men were able to get to the scene of the fire with even more celerity than usual.

When the Brigade arrived the two houses were well alight and it soon became apparent that every effort must be directed toward saving neighbouring properties. This task was promptly accomplished by the Brigade under Firemaster R. Macdonald. The Brigade, however, were not called upon to use all their own extinguishing appliances, excepting one fire float although both floats and land engine were on the spot—as the Taikoo apparatus proved almost ample in itself to meet the case.

The two houses burned out are of two storeys each and adjoin the Taikoo branch of the Dairy Farm. The damage done is reported not to be very serious.

THE PORTUGUESE REVOLUTION.

OFFICIAL PROCLAMATION IN MACAO.

[*From Our Own Correspondent*]

Macao, 10th October.

A *Boletim Official* was published in the City this afternoon, of which the following is a literal translation:—

Secretariat General of the Government of the Province of Macao.

By superior order the following is published:—

Telegram.
Lisbon, 6th October, 1910.

Governor-General, Macao.

Republic was proclaimed yesterday with the concurrence of the Army, Navy and populace. Enthusiasm. Absolute order. Provisional government presided by Teofilo Braga. Ministers: War, Colonel of Artillery Xavier Barreto; Interior, Antonio José d'Almeida; Finance, Basilio Telles; Public Works, Antonio Luiz Gomes; Marine and the Colonies, Captain Azevedo Gomes; Justice, Affonso Costa; Foreign Affairs, Bernardino Machado. Please communicate these occurrences to the civil and military authorities under your jurisdiction.

Azevedo Gomes,
Minister for Marine.

THE NEWS AT MANILA.

The *Manila Times* of 6th inst says:—

The Portuguese cruiser *San Gabriel* is lying in Manila bay and the Lisbon revolution makes it an object of unusual interest. What will the crew do, what will the officers do, what will the ship do, are questions that many are asking. Apparently the news of the revolution did not reach the vessel until about noon to-day and then it is unlikely that the officers, to whom the facts were communicated from shore, allowed the men to hear very much about it. Captain Pinto Basto was paying an official visit to Cavite when the press telegrams began arriving and copies of them were forwarded to him. It was anticipated in military circles that he would take some steps for the protection of the vessel pending further developments in Portugal. He is a close friend of the royal family, having been raised with the late king, whose companion he was on many journeys in Europe.

The temper and attitude of the crew are not known but they left Portugal before the recent republican movement began.

The *San Gabriel* was to have sailed Saturday for Timor but departure may be deferred in view of what has happened. Another possibility is that the vessel will steam for Macao.

According to the *Cablenews* of 8th inst., the Portuguese colony in Manila has sent the following telegram to the president of the newly constituted republic:

"President of the Republic, Lisbon: We congratulate the republican party. Long live Portugal! Long live the republic!—The Portuguese colony."

Captain Antonio Pinto Basto, commanding the cruiser *San Gabriel* now in Manila bay, telegraphed on Thursday to the minister of the navy in Lisbon, asking for official information concerning the revolution, but up to the present has received no reply.

Should he receive no orders to the contrary he will continue his journey to Timor this morning.

HONGKONG HOTEL VERANDAH.

COMMITTEE'S REPORT.

The following report of the Committee appointed to consider the question of enclosing the verandahs on the south block of the Hongkong Hotel was considered at the meeting of the Sanitary Board this afternoon:—

Secretary, Sanitary Board,—We have inspected the arrangements at the Hongkong Hotel, South Block, and as the result of our inspection, recommend that the enclosing of the verandah openings be permitted on the following conditions:—

(*a*) In the case of each opening enclosed, a portion of the fanlight shown on plan marked "B," corresponding with the space to be closed by loose shutters, to be hinged to open inwards and to be fitted with suitable apparatus to enable it to be readily opened.

(*b*) The Hotel Co. to undertake to apply the wooden shutters to the openings shown on plan marked "B" only in cases of necessity and to remove them again in every case immediately the necessity for their application cease.

Signed, { W. CHATHAM
COL. W. G. A. BEDFORD.
A. SHELTON HOOPER.

The Medical Officer of Health minuted:—I think the phrase "Only in cases of necessity" too vague. It should read: "Only when rendered necessary by rain-storms or typhoons."

On the motion of the President, seconded by the Vice-President, the Sub-Committee's report was adopted with the amendment proposed by the M. O. H.

SANITARY BOARD'S DECISION.

OVER-RULED BY GOVERNMENT.

On the 23rd ult., the Colonial Secretary wrote to the Secretary, Sanitary Board, as follows:—

In reply to your letter No. 6853/10 of the 21st ultimo I am directed to inform you the His Excellency the Officer Administering the Government in Council is not prepared to grant the application for the erection of a water closet in the yard of No. 38, Queen's Road Central.

Mr. A. Shelton Hooper minuted:—More waste of time of members of Sanitary Board by having their decision over-ruled.

Col. W. G. A. Bedford minuted:—I quite agree with Mr. Hooper's remark.

RETURN of visitors to the City Hall Library and Museum for the week ending the 9th October, 1910:—

	Library	Museum
Non-Chinese	363	224
Chinese	143	3,035
Total	506	3,259

CHARGE AGAINST SCHOOLMASTER.

AGED PEDAGOGUE DENIES KNOWLEDGE OF PUGILISTIC ART.

Before Mr. E. R. Hallifax at the Magistracy this morning, a native schoolmaster 74 years of age, the head of a private vernacular institution at Wanchai, was brought up on a charge of alleged assault on a twelve-year-old pupil on Saturday last. Mr. Otto Kong Sing prosecuted and Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the defendant.

The complainant stated that between 9 and 10 o'clock on Saturday morning he went to school and sat down in the class-room. He was told by the defendant to kneel down and was poked in the arm with a ruler and also struck on the right shoulder with a cane. The defendant then struck him on the head with the ruler. The defendant went to the kitchen to get a chopper, whereupon witness ran out of the school.

Mr. Davidson—Why did he strike you?

Complainant—I don't know.

What sort of a ruler was it?

At this point, witness made certain gesticulations, from which it appeared that the weapon was about nine inches in length and flat.

Continuing, witness related that he proceeded to the Police Station but his head was not bandaged. Last night he suffered great pains in his head.

You've been a very troublesome boy?—No

How many strokes did he give you?—I don't know.

Twenty?—More than that.

Thirty?—Still more.

How many strokes with the ruler?—I don't know.

More than three?—Yes.

How old are you?—Twelve.

Mr. Davidson submitted that the complainant was very troublesome and on Saturday he was thrashed and dismissed from school. He was administered about ten strokes, during which he tried to get under the table. The defence was that the defendant had only administered a moderate correction, to which every schoolmaster was legally entitled.

The defendant stated that he had been at the school for the last 40 years. The complainant had always been troublesome. On Friday last, he was absent without leave and on Saturday he did not read his books and disturbed the whole school. He gave him seven or eight strokes, or at the utmost ten. He felt tired after administering the punishment. He did not strike him on the head. He did not know how the complainant had sustained slight injuries to his head. Witness was summoned from his school by a constable. He was asked for the cane, which he handed over, but he had no ruler. (Faint whisper from the body of the Court—"Yes.")

Mr. Kong Sing—You say you were tired?—Yes.

Did you ever teach boxing (Laughter)—No.

You are pretty strong, are you not?

Witness at this point vigorously denied the suggestion and by way of impressing the Court with the truth of his statement, he extracted a set of false teeth from his mouth and displayed it to the gaze of those present in Court. In fact, the defendant calmly assured the Court, he sustained greater injuries in inflicting the punishment on the complainant than the latter did in having it inflicted on him. (Laughter).

You made him kneel down and you stood over him and beat him on the shoulder?—Yes.

Did you use the ruler?—No.

Do you usually use your knuckles for striking the pupils?—No.

Do you beat other boys as hard as you did the complainant?—Yes.

Mr. Davidson stated that he had two more witnesses, grown-up schoolboys, who would speak to complainant's behaviour. The question to be decided was whether the defendant's action exceeded moderate correction.

After further evidence, the summons was dismissed.

MORRISON STREET COLLAPSE.

SANITARY STAFF'S WORK.

The following correspondence relative to the work done by the Sanitary staff at the collapse in Morrison Street, was before the Sanitary Board at their fortnightly meeting this afternoon:—

Hon. C. S. P.,—I think it due to bring to your notice the excellent assistance rendered to the Fire Brigade and Police by the Sanitary Board staff at the collapse in Morrison Street on Saturday night. They supplied a great want in procuring two kitson lights and several hand lanterns. The F. B. hand flares were insufficient. Later on when F. B. and Police had extricated as many bodies as possible the S. B. coolies worked very well indeed at clearing the rubbish. They were at work long before Sang Lee's men arrived to put up shoring. Ambulances and dead boxes were promptly and well turned out.

(Sd.), T. K.

19th Sept., 1910.

Hon. Col. Secretary,—Please convey my appreciation of the services rendered by Police, F.B. and S.B. staff on this occasion.

(Sd.), F.H. MAY.

13.9.10

Mr. A. Shelton Hooper minuted:—Very satisfactory, but I should like to know who T.K. is? Is he a Government official?

THE SEAMEN'S INSTITUTE

REAL GOOD BEING DONE.

Not very long ago there was some "grousing" against the Institute which has been established here to carry on work of that good and large hearted man, the Rev. Mr. France. It is a pleasure to be able to record that all grumbling has now ceased, and that every night some one hundred and eighty men are to be found in the Institute and that all the beds and cabins are full. Mr. and Mrs. Molson have resigned their managership, and Mr. and Mrs. Carpenter of the Christian and Missionary Alliance, having come down from Liu-chao on furlough, have been persuaded by the Rev. Mr. Thompson to take charge temporarily. Had they not done so, the Institute would have had to be closed for some little time, owing to the sudden resignation of Mr. and Mrs. Molson. It is very satisfactory to learn from many members of the merchant marine that the Institute is now successful, and that Mr. and Mrs. Carpenter are generally liked by the people of the service for whom the Institute is primarily intended. Mr. Carpenter is a young man, but endowed with as much tact as he has energy. We, who have never made a secret of our good wishes for the welfare of the Institute, and for the success of the work which was so dear to the heart of that hard worker and splendid friend of his fellow-man, Mr. France, rejoice to learn that "all's well" with the Institute, and that the Rev. Mr. Thompson has such sound and reliable subordinates to assist him.

THE BEDFORD.

NAVAL SYMPATHY WITH HER LATE OFFICERS.

It is a noteworthy circumstance in connection with the decision to send the cruiser *Newcastle* to the China station to replace the stranded *Bedford* that this is the first occasion in recent years of a new vessel having been appropriated for foreign service on commissioning, remarks the *Naval and Military Record*. The policy has been to retain new vessels for service in home waters during their first commissions, the only instance in which this rule has been broken being in case of the *Minotour*, which, after serving for over a year in the Home fleet, was sent last spring to the China station as flagship. This portion of the Eastern fleet will consequently include two new cruisers when the *Bedford's* relief has joined the flag of Admiral Sir Alfred Winsloe. Meanwhile, it is officially announced that the salvage operations so far as the hull of the *Bedford* is concerned have been abandoned, so that the vessel must be written off the effective strength of the fleet. The Government, if inclined to pursue a forward naval policy, would hasten to lay down a new cruiser, but we shall be agreeably surprised if the next estimates take any account of the loss of the *Bedford*. Although, like all cruisers of the county class, deficient in armament, the *Bedford* will be a distinct loss to the country. The *Lion* will have a broad-side fire eleven times as powerful as that of the *Bedford*, but the latter was a good ship of her type and thoroughly efficient. There ought to be a definite rule to provide against the weakening of the fleet by such rare but inevitable accidents as these.

Much sympathy has been expressed in naval circles with the captain and navigating officer of the *Bedford*, both of whom (says the same paper) are known to be smart and capable men, so that the finding of the court-martial will be awaited with even more than the usual interest. In the wreck of the *Bedford* we have another instance of the fact that responsible officers in the Navy carry their careers and their professional reputations in their hands at all times. For a single error they are liable to be broken upon the wheel of fortune, to have their careers cut short, their ambitions destroyed. In no other branch of the public services are similar risks run by senior officials, for even in the Army generals and colonels are not jeopardized by sudden changes of weather. To anticipate the finding of the impending court martial would be improper, but that the officers concerned in the wreck will receive a fair and impartial trial may be confidently looked for.

THE NORTH-CHINA INSURANCE CO. LTD.

Report for presentation at the seventh ordinary general meeting of shareholders, to be held at the offices of the company, No. 16, The Bund, Shanghai, on Tuesday, the 25th October 1910, at 4.30 p.m.

The directors beg to submit for the information of shareholders, the annexed duly audited statement of the company's account to the 30th June, 1910.

1909.—The balance at credit of this account is Taels 205,719.17 and after deducting an interim dividend of 7½ per cent. aggregating Taels 31,444.05, paid on 1st May last, there remains a sum of Taels 174,278.12, which the directors recommend should be appropriated in the following manner;—

A final dividend of 7½ per cent. on the paid-up capital, making 15 per cent. for the year.

A bonus of 15 per cent. upon contributory premiums.

Taels 60,000.00 transferred to silver reserve, bringing that fund up to Taels 285,000.00.

And the balance to be transferred to underwriting reserve account, closing the account for 1909.

1910.—The balance at credit of working account to 30th June amounts to Taels 210,875.74.

Directors.—In accordance with the provisions of the articles of association the directors all retire but, being eligible, offer themselves for re-election.

Audit.—The accounts have been audited by Mr. Wingrove, Mr. Hayler being absent on leave. Messrs. Wingrove and Hayler again tender their services to the shareholders.

By Order of the Court of Directors,
H. G. SIMMS,
Secretary.

Shanghai, 21st September, 1910.

THE FUTURE OF AMOY.

In the last trade report regarding Amoy compiled by the British Consul, Mr. A. G. Tours, there is the following interesting passage:—

"It may be hoped that a turning point in the downward career of the port has now been reached, and that Amoy has settled down to the new conditions of trade brought about by the occupation of Formosa by the Japanese and of the Philippine Islands by the Americans. In its former palmy days, Amoy revelled in the Formosa tea trade, all Formosa teas being brought across to Amoy for packing and shipping there being no facilities in Formosa. But the Japanese very naturally saw no reason why the Formosa tea trade should not remain entirely on Japanese soil, and with the erection of necessary buildings and improvement of harbours in Formosa, the necessity of Amoy as a port for Formosan tea ceased to exist. In the Philippine Islands, also, under the Spanish *régime* many of the Chinese merchants were from the Amoy district, and there was a considerable trade between the two places; the American protective tariff in the Philippines has, however, practically killed it. Under the altered circumstances, therefore, it remained for Amoy to fall into line with other ports and to take up general trade. That it has done so, and not without success, is to be seen from the real recovery in the port's trade in 1909. The splendid natural harbour marks out Amoy as a port that cannot be denied, and it is reasonable to prophesy that in the days to come, when the interior of the province will be opened up by modern communications, the palmy days of the past, if not even better ones, will return to the port of Amoy."

CHINESE COAL IN SAN FRANCISCO.

CHINESE ENGINEERING AND MINING CO.'S ENTERPRISE.

San Francisco, Sept. 3.

The arrival here yesterday of the Norwegian steamer *Sark* with 5,000 tons of coal form China is the first step in the invasion of the local coal market by the Chinese Engineering and Mining Company, limited, one of the wealthiest and most powerful British concerns doing business in the Far East. For more than a year this aggregation of British capital has had its agents investigating the field in which the Western Fuel Company has so long enjoyed a lucrative monopoly.

Its plans are all laid, and with the *Sark* comes the announcement that the new concern is here to stay, and that it has come prepared to supply the whole Pacific coast with all kinds of coal of good quality and at prices that have been only a memory since the coal trust gained control of the market.

SHIPPERS SURPRISED.

The arrival of the *Sark* was a surprise to the local shipping world, as well as to the officials of the coal trust. The Chinese company owns the port of Chingwantao, where the *Sark* loaded and had no difficulty in withholding news on the steamer's departure. The local shipping records of yesterday show the *Sark* still on the Asiatic coast.

It was originally announced that the steamer *Inverkip* would bring a trial cargo of Chinese coal to this port. The coal trust prepared for this by filling every bunker along the water front, and every barge that was available for storage so that when the trust buster arrived it would have to lie in the stream piling up demurrage charges while waiting for a chance to unload. It was then announced that the *Inverkip* would go to Prince Rupert and the men in whose grip the local coal situation lies breathed easier. All this time, however, the *Sark* was plowing its way toward the Golden Gate and is now safely inside.

PLANS WELL LAID.

Ernest J. Moss, the agent here for the Chinese company, has been laying his plans quietly for more than a year, and has made all arrangements with regard to this and subsequent cargoes. The *Sark* will be docked to-day at pier 36, where everything is in readiness to discharge the ship and transfer the coal to a yard that was engaged months ago. The *Sark's* cargo includes steam and household coal and has already been placed with local dealers. Following the *Sark* is a fleet of colliers and Agent Moss says that the supply will be big and steady.

The Chinese Engineering and Mining Company owns its own mines, which are among the largest in the world, and in China operates its own railroad and its own line of steam colliers. The company also manufactures coke, firebrick and cement on a large scale, and will place all these products on the coast market and as far into the interior as profitable. The head offices of the company are at Tientsin.

MYSTERY CLEARED UP

There is believed to be a direct connection between the falling through of the sale of the Western Fuel Company's properties to a British syndicate and the appearance in this field of the Chinese mining company. The British syndicate forfeited to the Western Fuel Company the $50,000 that was put up as a first payment and called the deal off. It is now thought that the syndicate, which was willing to pay $3,250,000 for a business that would have given it a monopoly of the market, learned of the Chinese Company's intentions and came to the conclusion that the monopoly would not live long enough for them to get their money back.

THE FLOUR TRADE.

AN EXPLANATION OF THE DECLINING IMPORTS.

A few years ago that eminent economic authority, President Hill, of the Great Northern was bubbling with enthusiasm over the prospects of building up a big export trade in flour and other food products to China and other parts of the Orient, remarks the *San Francisco Chronicle*. He was so impressed with the future of this particular trade that he caused his company to invest in a couple of big steamships, which cost a great deal of money, but have never paid their running expenses since.

At the time he embarked on the venture the *Chronicle* expressed distrust concerning his judgment, and pointed out that the Chinese demand for flour would be a matter of slow growth, and that the probabilities favoured the belief that the domestic grower of China, when his attention should be directed to the possibilities of profit, would be able to supply the needed wheat, and that capital would be found to build modern mills to grind it. Both of these predictions have been realized. Our Consuls are now devoting themselves in their reports to explanations of the cause of the falling off of American exports of flour, and they harmonize perfectly with the *Chronicle's* conjectures of six years ago.

Americans have fallen into the pernicious habit of underrating the capabilities of Oriental peoples. They have allowed themselves to be deceived by the facility with which the armies of the Western Powers forced the Chinese and Japanese to open their ports to trade, and think that because a people once showed political inefficiency and industrial backwardness compared with our standards they must always remain in the condition such drawbacks entail. They are likely, however, to soon discover their mistake. China, like Japan, will be compelled to make the best of her resources, and that means that the Chinese will neglect no industry which promises profit, and certainly none in the field of agriculture. They are capable farmers, and despite the impression that the empire is overcrowded, there is still plenty of land within its borders that can be put to the best possible use by employing the congested population in intensive culture.

There will be plenty of trade between the East and the West in the years to come, just as there is between the highly developed countries of Europe and the United States. But it will not be of the kind that Hill and the other exponents of Oriental exploitation have dreamed. China and Japan will not take from us that which we would like most to sell to them! They will buy what they want and it is reasonably certain that, in most cases, buy those things which they cannot produce themselves.

"RUBI" AND "ZAFIRO."

INAUGURATION OF NEW SERVICE.

Matters in connection with the transfer of the steamers *Rubi* and *Zafiro* to the American flag have progressed so satisfactorily, that the new service between Iloilo and Hongkong will come into operation next month, says the *Iloilo Enterprise* of 21st ult.

Mr. A. G. Gordon, marine superintendent for the China and Manila S.S. Co., Ltd., arrived in Manila last week from Hongkong for the purpose of arranging for new officials for the two steamers, and the arrangements have been completed.

The new commander of the *Rubi* will be Captain Crosby, who is at present in command of the U.S. Interisland transport *Seward*. The *Zafiro* will be commanded by Chief Officer Rice, of the *Manchuria*, who will resign his position on that liner when she arrives at Manila next month.

The new service of the *Rubi* and the *Zafiro* (says the *Daily Bulletin*) will be inaugurated with the departure from Hongkong of the steamer *Rubi* on October 22nd, the steamer leaving Manila on October 15 with her new crew and officers accompanied by Mr Weeks, supervising inspector of hulls and boilers for the Manila Customs, who will make a survey of the steamer at Hongkong and install the new officers and crew under the American flag. The new line will be known as the Philippine Steamship Company. The steamer will return to Manila an American ship and will proceed to Iloilo and Cebu.

It is anticipated that the sailing schedule will be as follows:—

Leave Hongkong Saturday, arrive Manila Monday, leave Manila Thursday noon, arrive Iloilo Saturday morning, leave Iloilo Sunday noon, arrive Cebu Monday morning, leave Cebu Tuesday noon, arrive Iloilo Wednesday morning, leave Iloilo Wednesday night, arrive Manila Friday morning, leave Manila Saturday, arrive Hongkong Monday.

It is the intention, if the scheme works satisfactorily—and there is every reason to believe that it will—to purchase one more steamer for this fleet and greatly add to our facilities for communication with outside centres. Considering the splendid manner in which Iloilo is going ahead, there is excellent ground for anticipating that the new line will do a very remunerative business here.

The vessels are modern in every way. Built eight years ago, they cost £60,000 each. They have excellent accommodation for passengers and are up-to-date in every other respect. The vessels have a speed of fourteen knots per hour.

POPPY PROHIBITION.

The *National Review* publishes the following:—

A drastic Imperial Edict has been issued during this week dealing with the prohibition of the growth of the poppy. From many quarters, missionary, consular and private, have come reports of the surprising extent to which the poppy has been suppressed. The last annual fair at Tachien-lu was almost a failure on account of the absence of supplies of opium, according to a report by a British Consul, and an exhaustive report on the subject of poppy suppression, drawn up by His Britannic Majesty's Chargé d'Affaires in Peking after an extended tour through the province, was distinctly optimistic and laudatory. Other instances of the same kind of thing might be quoted. But the progress that is being made appears not to be satisfactory to the Government most vitally concerned, for in the

IMPERIAL EDICT

to which we have referred it is stated that the delegates appointed by the Board of Finance have reported that there has been much exaggeration in the provincial reports upon the subject; the efforts made in the provinces are perfunctory, and the attempts at the suppression of the growth of the poppy have not been supported by determined effort to stamp out opium smoking.

So long as a demand exists means will be found to supply, unless the demand is diminished; so the Edict calls attention to the necessity for daily efforts at the suppression of the habit. The prevention of poppy production can be taken in hand at definite season, *i.e.* at the time of sowing, but the war against smoking must be a war carried on from day to day. The Governments of Kirin, Heilungkiang, Honan, Shansi, Fukien, Kwangsi, Yunnan, and the New Dominion have each reported the entire eradication of the opium production, but it appears from the reports of the special delegates sent out by Duke Kung that

THE ERADICATION

is far from complete. The governors of these provinces are therefore handed over to the Board of Civil Appointments for the imposition of appropriate penalties, and in those cases where awards had been made for what was believed to be exceptional success in the campaign those rewards are cancelled.

The sincerity of the Peking authorities in this matter is beyond question, and it is worthy of note that in the metropolitan province itself the evil is almost entirely eradicated. The desire of the Peking Government is to be able to come before the Conference to be held at The Hague next year with a thoroughly good record so that actual accomplishment on the part of China may be used as a mighty lever by means of which to move Governments openly indifferent or covertly hostile.

A PEKING MESSAGE

published in the Chinese newspapers states that those guilty of breaches of the opium suppression regulations are to be imprisoned for life. The punishment is a severe one, but not a whit too severe in such a matter of national life and death. Duke Kung deserves a very high meed of praise for the persistent doggedness which he has all along displayed in his leadership of this great campaign, and we hope at an early date to see his efforts crowned with complete success.

THE Chinese Government has ordered the construction of four small gun-boats for Peking by the Steam Shipbuilding Company Vulcan, of Stettin-Hamburg, and Messrs. Krupp, of Essen.

COMMERCIAL.

11th October, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Javas	Tls. 7
Anglo-Malays	25/0
Balgownies	$13
Batu Tigas	100/-
Bertams	7/-
Bukit Kajangs (pp.)	59/-
Bukit Rajahs	—
Carey Uniteds	20/- prem.
Castlefields	120/-
Changkat Serdangs	$9
Cheras (part paid)	$8 prem.
Do. (fully paid)	$18
Damansaras	157/6
Eastern Internationals	15/- prem.
Fed. Selangors	—
Glenealys	$1.75
Glenshiels	—
Golcondas	115/-
Golden Hopes	—
Highlands and Lowlands	115/-
Indragiris	$17
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	6/- prem.
Kuala Lumpors	175/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	77/6
Linggis	48/3 ex div.
London Asiatics	13/3
London Ventures	6/3
Merilmaus	6/-
Pajams	$12
Pegohs	$31
Rubber Trusts	23/3 prem.
Saggas	270/-
Sandycrofts	$31
Sapongs	—
Seafields	—
Sekongs	13/9 prem.
Shelfords	77.6
Singapore & Johores	$14½
Sumatra Paras	10/-
Sungei Chohs	100/-
Sungei Kapars	15/9
Tandjongs	—
Tangkahs	35/-
Tocrangie	2/- prem.
Ulu Rantu	—
United Serdangs	112/6
United Singapores	$1.50
United Sumatras	9/3
United Langkats	80/-
Duffs	11/6
Tronohs	34/6
Para Rubber	7/- per lb.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 13th inst., at 2.30 p.m. The orders of the day are as follows:—

Financial Minutes, (Nos. 85 and 86)

Report of the Finance Committee. (No. 14)

First reading of a Bill entitled An Ordinance to consolidate and amend the Ordinances relating to Companies.

First reading of a Bill entitled An Ordinance to consolidate and amend the laws relating to the administration and regulation of the New Territories.

First reading of a Bill entitled An Ordinance to amend the Liquor Licences Amendment Ordinance, 1909.

First reading of a Bill entitled An Ordinance to amend the Promissory Oaths Ordinance, 1869.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.*

C. CLEMENTI,
Clerk of Councils.

*Will not be proceeded with at this meeting.

A meeting of the Finance Committee will be held immediately after the Council.

HONGKONG CRICKET LEAGUE.

The Hon. Dr. J. M. Atkinson presided yesterday evening at a meeting of the Cricket League at the Hongkong Cricket Club pavilion. Representatives of different clubs were present and the business of the evening was to amend rules.

Rule 9 of the rules of the League was amended to read as follows: "A win shall count one point, a draw or a loss shall not count. The percentage on the number of matches won shall be reckoned, and the club having the highest percentage to hold the Shield for the ensuing season."

Amended Rule to read: "In case a match is not finished owing to rain, it shall be replayed. But if this, in the opinion of the committee, should be impossible, the match shall be considered as abandoned."

Mr. W. D. Braidwood has kindly offered a prize to the man who makes the biggest number of catches by the end of the season. The offer was accepted.

THE CASE OF LIEUT. SUTOR

An interesting comment on the case of Lieut. Sutor appears in the *Daily Mail*, which writes:—"The independent man who dares to form his own judgments and to assert them at considerable personal risk shows moral qualities which, when coupled with a perfectly clean record, are unfortunately too rare. Napoleon, that consummate judge of men, showed extreme tenderness to such characters because he understood their worth in the field. We therefore trust that the Army Council may find it possible to assert and maintain discipline without taking the extreme step of dismissing Lieutenant Sutor for what is, after all, in the circumstances only an excess of zeal for efficiency in the national interest."

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 15th October, 1910, commencing at 3.30 P.M.

The Charge of Admission will be $1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 11th October, 1910. [652

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

Captain H. Powell, will leave for SHANGHAI on FRIDAY, the 14th inst., at Daylight.

For Freight or Passage, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 11th October, 1910. [4

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 17th October, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
(Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED
Agents.
Hongkong, 11th October, 1910. [653

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above ports on TUESDAY, the 18th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th October, 1910. [654

RUGBY.

HONGKONG FOOTBALL CLUB *vs.* HONGKONG VOLUNTEER SCOUTS.

The following have been chosen to play for the Hongkong Football Club versus the Hongkong Volunteer Scouts at Happy Valley to-morrow, 12th. Kick off 5.30 p.m. sharp.

Full Back: T. J. R. [illegible]; Three-Quarters: F. R. Mann, H. G. Hegarty, A. N. Joseland, O. A. W. Ferrier; Halves, T. Cooker and E. L. Shaw; Forwards; F. C. Denison, W. Ross, A. W. Walkinshaw, S. F. Dudley, F. F. Joseland, A. C. Pulley, D. R. Ritchie and A. N. Other.

Events Coming.

Wednesday, 12th October.

Queen's College Aquatic Sports, at V.R.C. Bath 3 p.m.

Thursday, 13th October.

Legislative Council meeting 2.30 p.m.

Saturday, 15th October.

Canton Insurance Office, annual meeting, noon.

Gymkhana Club, fifth meeting, Race Course, 3.30 p.m.

Football, at Happy Valley.

Variety Entertainment, City Hall "Bedford" Relief Fund.

Intimations.

APPLES! APPLES!
"TASMANIAN STURMERS"
of
EXCELLENT QUALITY
20 cents per lb.

THE DAIRY FARM CO.,
LIMITED.

ASAHI
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ASAHI
and
SAPPORO
SAPPORO
SAPPORO
BEER.

AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:
4 Doz. Quarts ....$12.00 per case
or
8 Doz. Pints ....$13.50 " "
OF ALL
WINE
MERCHANTS

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th March, 1908. [41

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles $0.30
Dozen 3.25
Case 50 Bottles........11.50
" 60 " 13.20

SOLE AGENTS:
"FRENCH STORE."
Hongkong, 18th July, 1910. [47

THE COOL WEATHER

has now come, so you ought to lose no time in taking

Dr. MacKenzie's Invalid Stout.

It is the most bracing and invigorating Stout to be obtained, and is invaluable for Athletes when training.

It has the rare merit of being ABSOLUTELY PURE. This fact has been proved by the Government Analyst's examination.

In Quarts, Pints, and Splits from

H. PRICE & COMPANY, LTD.,
12, Queen's Road Central,
Hongkong.

Telephone No. 2[illegible]
Hongkong, [illegible] October, 1910. [illegible]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
11 DAYS YOKOHAMA TO VANCOUVER 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	....
	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	....

"Empress" Steamers will depart from Hongkong at 7 a.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest *en route*.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port........................£43.
Via New York........................£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).
1s]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*WINGSANG*†	THURSDAY, 13th Oct., D'light.
SHANGHAI	*HANGSANG*†	FRIDAY, 14th Oct., Noon.
TIENTSIN	*CHEONGSHING**	FRIDAY, 14th Oct., Noon.
MANILA	*LOONGSANG**	FRIDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON	*MAUSANG*‡	SATURDAY, 15th Oct., D'light.
S'GAPORE, PENANG & CALCUTTA	*KUMSANG**	SATURDAY, 15th Oct., Noon.
MANILA	*YUENSANG**	FRIDAY, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	*FOOKSANG**†	FRIDAY, 28th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**
General Managers.
Telephone No. 215.
Hongkong, 11th October, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.		
CHEFOO & NEWCHWANG	"PAOTING,"	13th	Oct.,	4 P.M.
ILOILO & CEBU via AMOY	"KAIFONG"	13th	"	4 P.M.
SHANGHAI	"CHENAN"	13th	"	4 P.M.
HAIPHONG	"CHIHLI"	14th	"	10 A.M.
SHANGHAI	"LINAN"	15th	"	Midnight.
MANILA	"TAMING"	18th	"	4 P.M.
CHEFOO & TIENTSIN	"KWEICHOW"	22nd	"	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

☞ SHANGHAI LINE. ☜

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhua*,)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.
Telephone No. 31.
Hongkong, 11th October, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	MANILA	SATURDAY, 15th Oct., at Noon.
RUBI	2540	R. Rodger	"	SATURDAY, 22nd Oct., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.
Hongkong, 8th October, 1910. [14

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES; PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 12th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU" Captain T. Yamagachi	THURSDAY, 13th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
$73.00	$55.00	$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.
Hongkong, 10th October, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.		SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takeda.	Tons 7000	WEDNESDAY, 12th Oct., at Daylight.
	HIRANO MARU, Capt. H. Fraser,	Tons 9000	WEDNESDAY, 16th Oct., at Daylight.
	TANGO MARU, Capt. A. Christiansen,	Tons 8000	WED'DAY, 9th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	§ SADO MARU, Capt. S. Hiead hi,	Tons 7000	SATURDAY, 5th Nov. From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU, Capt. K. Sato,	Tons 7000	TUESDAY, 8th Nov., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi.	Tons 6000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU, Capt. M. Winckler,	Tons 6000	FRIDAY, 25th Nov., Noon.
BOMBAY via SINGAPORE & COLOMBO	* CEYLON MARU, Capt. Fred. Pyne,	Tons 6000	TUESDAY, 18th October.
SHANGHAI, MOJI & KOBE	‡ BINGO MARU, Capt. S. J. G. Parsons,	Tons 7000	MONDAY, 17th October, P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler,	Tons 6000	WEDNESDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer,	Tons 9000	THURSDAY, 13th Oct., at 5 P.M.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers
¶ Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong
MIYASAKI MARU	9,000	15th Feb.
KITANO "	9,000	1st March
IYO "	7,000	15th "
HIRANO "	9,000	29th "
TANGO "	8,000	12th April
KAMO "	9,000	26th "
AKI "	7,000	10th May
MISHIMA "	9,000	24th "

RATES OF PASSAGE.

To London, per New Steamer,
1st class Single...Y550
" " " " Return... 825
" " " 2nd class Single... 360
" " " " Return... 540
" " Old Str. 1st class Single... 500
" " " " Return... 750
" " " 2nd class Single... 330
" " " " Return... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong
AWA MARU	7,000	28th Feb.
INABA "	7,000	28th March
TAMBA "	7,000	25th April
AWA "	7,000	23rd May

RATES OF PASSAGE.

To Pacific Coast Common Points
1st class Single...£30
" 2nd " " ...£21
To London via New York 1st " " ...£60
" via St. Lawrence 1st " " ...£59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO,
Manager. [6

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"ASSAYE,"
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 26th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd October, 1910. [4

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, DUNKIRK AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE,"
Captain H. C. Norris, will be despatched as above about 12th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 3rd October, 1910. [642

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship
"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to
JARDINE, MATHESON & CO., LD.,
Agents.
Hongkong, 19th September, 1910. [608

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER AND SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
			1910
Kumeric	6,232	G. B. McGill	20th Oct.
Aymeric	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 27th September, 1910. [1

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI"... On or about 21st October, 1910.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 22nd September, 1910. [[illegible]

Shipping—Steamers.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI.
SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"I CHIA,"
Captain Belsito, will be despatched as above on THURSDAY, the 13th October, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 10th October, 1910. [16

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"ALDENHAM,"
Captain St John George, will be despatched as above on WEDNESDAY, the 12th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th October, 1910. [650

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 11th October, 1910. [6

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"ARMENIA,"
Captain Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO
Ex s.s. *Mogador* from Setubal.
" *Norge* from Gothenburg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th October, 1910. [644

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BORNEO,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th October, 1910. [4

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of October, at 9.30 A.M.

All claims must reach us before the 15th of October, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents

Hongkong, 5th October, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FROM EUROPE.

THE R. M. S. P. Company's Steamship

"MONMOUTHSHIRE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Co. whence delivery may be obtained against Bill of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 10 days of the vessel's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th inst., at 6 p.m. will be subject to rent.

All broken, chafed, and damaged Goods, must be left in the Godown, where they will be examined at 10 A.M., on the 16th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 10th October, 1910. 1651

FROM NEW YORK.

THE H.A.L. Steamship

"ARAGONIA,"

Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th October, 1910 1648

COMMERCIAL.

TO-DAY'S EXCHANGE

Selling.

London—Bank T.T.	1/9⅞
Do. demand	1/9 15/16
Do. 4 months' sight	1/10 3/16
France—Bank T.T.	2.30
America—Bank T.T.	44⅝
Germany—Bank T.T.	1.86½
India T.T.	1.6
Do. demand	136½
Shanghai—Bank T.T.	73½
Singapore—Bank T.T. per H.K. $100	77⅞
Japan—Bank T.T.	89⅝
Java—Bank T.T.	109⅞

Buying.

4 months' sight L/C.	1/10⅜
6 months' sight L/C.	1/10½
30 days' sight San F'co & New York	45½
4 months' sight do.	46
30 days' sight Sydney & Melbourne	1/10⅜
4 months' sight France	2.34½
6 months' sight "	2.36½
4 months' sight Germany	1.91½
Bar Silver	25 3/16
Bank of England rate	4 %
Sovereign	$10.93

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apcar*) 12th inst.
English (*Devanha*) 13th inst., 6 a.m.
American (*China*) 18th inst.
Canadian (*Monteagle*) 18th inst.
German (*Prinzess Alice*) 20th inst
Canadian (*Empress of China*) 21st inst.
American (*Manchuria*) 28th inst.
American (*Chiyo Maru*) 1st prox.
American (*Asia*) 8th prox.

The Bank Line s.s. *Suveric* sailed from Kobe on 9th inst.

The Imperial German Mail s.s. *Prinzess Alice* carrying the German Mails with dates from Berlin of the 21st ult., left Colombo on 6th inst., p.m., and may be expected here on 20th inst.

The P. M. S. S. Co.'s s.s. *Asia*, sailed from San Francisco on 11th inst., en route for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on 8th prox.

RUBBER ESTATE RETURNS.

	July	August	Total.
Allagar	3,520	3,650	21,970
Alor Pongsu	2,130	2,379	9,519
Alma	850	1,000	3,750
Anglo Malay	53,627	52,664	405,056
Ayer Kuning	207	195	1,335
Ayer Molek	2,013	1,810	8,900
Ayer Panas	880	1,090	2,870
Balgownie	8,75[illegible]	8,000	68,714
Batak Rabit	1,335	1,200	2,535
Bauteng	2,700	3,400	15,174
Batu Caves	17,458		73,535
Batu Tiga	8,462	8,315	54,268
Bertam	9,705	12,000	73,543
Bikam	2,051	2,500	13,022
Birch	1,288	1,[illegible]29	4,217
Bukit Kajang	5,473	5,513	28,171
Bukit Rajah	30,[illegible]40		236,735
Bukit Lintang	3,800	4,000	25,270
Bukit Timah	624	873	2,439
Bukit K. B.	356	361	993
Carey United	12,000	12,250	75,300
Castlefield	3,110		21,542
Changkat Serdang	3,651	3,861	23,447
Changkat Salak	1,100	1,500	4,991
Cicely	16,000		78,166
Consolidated Malay			135,254
Caledonia	23,401	23,000	153,227
Chumor	868		2,174
Chersonese	2,223	2,400	8,245
Damansara			133,772
Edinburgh	6,500	6,500	48,150
Federated (Selangor)			60,357
F.M.S. Rubber	32,170	33,100	189,717
Gedong	21,000	22,000	95,100
Glenealy	1,735	2,001	13,439
Glenshiel	4,899	4,788	24,789
Golden Hope	5,114	10,672	43,102
Golconda	..		70,137
Gula Kalumpong	10,000		10,000
Hai Kee		590	1,783
Harpenden	10,000	11,00[illegible]	45,930
Haytor	349	618	967
Henwood	1,100	1,100	4,009
High. & Lowlands	39,266	39,847	328,670
Inch Kenneth	11,110	10,521	99,589
Indragiri	824	861	3,696
Jimah	—	100	100
Jugra	11,758		47,054
Jebong	18,210	20,170	140,520
Kapar Para			61,471
Kamuning	7,935	8,880	118,671
Kempsey	3,507	3,950	23,035
Kepong	3,900	4,300	21,709
Klebang	[illegible]56	[illegible]	[illegible]88
Kota Tinggi	5[illegible]0		3,098
Kuala Klang			10,915
Kuran	2,640	3,001	7,717
Erlan Rob. Est.	3,302		17,847
Kuala Lumpur	48,130	47,280	352,020
Labu	16,616	15,426	121,410
Lanadron	36,923	32,106	250,740
Ledbury	9,844	10,038	71,889
Linggi	71,000	73,500	509,500
London Asiatic	16,025	17,018	91,111
Malacka Pinda	—	331	331
Malacca Plant	22,500	27,000	187,000
Merton	1,983	2,250	9,694
New Serendah	415	605	1,020
New Singapore	—	60	160
North Hummock			28,891
Nova Scotia	14,975	16,370	65,905
Pajam	3,250	3,500	18,800
Pataling	27,428	28,090	207,267
Pegoh	3,300	3,870	25,216
Pengkalen Durian	958	835	11,803
Perak Plant			58,414
Port Dickson		785	4,244
Radella			1,017
Rembia	597		5,370
Ribu Rubber	5,437	5,797	41,167
Rubana	16,500	18,500	90,720
Ratanui	1,850	2,090	9,554
R'ber Growers Assn.	3,507	3,950	23,037
St. Helena	—	105	630
Sengat	7,031	7,700	47,756
Seluba	6,750	7,966	41,036
Sungei Choh		4,830	26,110
Sungei Kapar			100,600
Sandycroft	9,341	9,301	58,385
Seafield			74,506
Selangor			201,541
Seremban	38,6[illegible]5	31,538	246,852
Sembawang	535		806
Senawang	6,250	6,646	38,572
Shelford	10,500	11,000	57,601
S'pore & Johore	11,780	8,535	73,281
Singapore Para	5,400	5,000	39,050
Straits Rubber		10,700	156,380
Sungei Salak	2,858	3,700	27,889
Sungei Way		7,963	30,811
Tambalak	964	1,124	2,088
Tanjong Malim	—	1,250	1,250
Telok Anson	680	790	2,625
Tali Ayer	15,500	17,300	82,300
Trafalgar	324	275	1,450
Tremelbye	5,964	6,500	—
Trong	—		2,160
Ulu Pandan	175	446	1,331
United Singapore	1,945		8,435
United Sumatra	3,710	4,630	21,098
Vallambrosa			212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—*Singapore Free Press*.]

Shipping.

ARRIVALS.

Loongsang, Br. s.s., 1,093, F. Wheeler, 10th Oct.—Manila 7th Oct., Gen.—J., M. & Co.

Fukura Maru, Jap. s.s., 1,349, S. Kumawaki, 10th Oct.—Wakamatsu via Moji 5th Oct., Coal.—M. B. G. K.

Fri, Nor. s.s., 860, N. G. Andersen, 10th Oct.—Newchwang 3rd Oct., Gen.—Aagaard Thoresen & Co.

Zafiro, Br. s.s., 1,625, A. Fraser 11th Oct.—Manila 8th Oct., Hemp and Sundries.—S., T. & Co.

Haimun, Br. s.s., 64[illegible], A. H. Stewart, 11th Oct.,—Swatow 10th Oct., Gen.—D. L. & Co.

Alesia, Ger. s.s., 3,371, G. Habel, 11th Oct.—Yokohama 27th Sept., and Shanghai 8th Oct., Gen.—H. A. L.

Kanso, Br. s.s., 1,143, J. Tubbin, 11th Oct.,—Canton Oct., Rice.—B. & S.

Hang Sang, Br. s.s., 1,356, E. Wilde, 11th Oct.—Shanghai and Swatow 7th Oct., Gen.—J., M. & Co.

Pitsanulok, Ger. s.s., 1,267, D. Reimers, 11th Oct.—Bangkok 1st Oct., Rice and Timber,—B. & S.

Clearances at the Harbour Office

Hanoi, for Hoihow.
Fri, for Canton.
Haimun, for Swatow.
Hangsang, for Canton.
Taw, for Manila.
Haitan, for Swatow.
Iyo Maru for Singapore.
Hong Wan I, for Amoy.
Hansu, for Hongay.
Chunsang, for Saigon.
Omuro Maru, for Port Arthur
Daigi Maru for Swatow.
Joshi Maru, for Takao.

Departures.

Oct. 11.

Daigi Maru, for Tamsui.
Inaba Maru, for Seattle.
Kwailam, for Coast Ports.
Dumbea for Shanghai.
Yarra, for Europe.
Loksang, for Canton.
Joshin Maru, for Takao.
Kwongtak, for Shanghai.
Monmouthshire, for Shanghai.
Taw for Manila.
Hanoi, for Haiphong.
Aragonia, for Shanghai.
Wingsang, for Shanghai.
Hong Wan I, for Amoy.
Marie, for Saigon.

[illegible]

Per *Loongsang*, from Manila—Capt. and Mrs G. Robinson, Mrs. M. E. Robinson, Messrs. A. McDermid, F. A. Davis, J. E. Ford, J. Hamilton, P. N. Goloeraju, 3 Chinese and 2 Japanese.

Per *Zafiro*, from Manila—Messrs. P. Eastwick, D. Longfellow, W. Gallop, H. Percy Smith, E. Archawat, M. Samson, Capt. J. Tottem, and Mr. and Mrs. B. Megie.

Passengers departed.

Per *Inaba Maru*, for Seattle—Messrs. J. S. Chubb, K. Mamura, McDermid, Mrs. Mancell, Miss Marcell, Messrs. L. V. Ribeiro, M. Anderson Mrs. Lee Hong Goon, and 2 children, Miss Fong Yok Yen, Mrs. Komine, Messrs. Eng Ying, Eng Lend, Wong Hing and I. C. V. Riberio.

Shipping Reports.

Str. *Zafiro*, from Manila:—Strong N.E. Winds, and heavy sea, clear weather generally.

Str *Loongsang*, from Manila:—Fine weather and smooth sea to 18° N., thence Moderate to Fresh N.E. Monsoon.

VESSELS IN PORT.

STEAMERS

Buyo Maru, Jap. 2,232, K. Hashimoto, 7th Oct.—Moji 2nd Oct., Nitrate of Soda and General Merchandise.—M. B. K.

Childar Nor. s.s., 1,10[illegible], H. Milsen, 10th Oct.—Bangkok 3rd Oct., Rice—Aagaard Thoresen & Co.

Choshun Maru, Jap., 1,301, T. Yamaguchi, 6th Oct.—Shanghai 2nd Oct, Gen.—O. S. K.

Chun Sang, Br. s.s., 1,178, Andersen, 4th Oct.—Java 23rd Sept., Sugar—J., M. & Co.

Devawongse Ger. s.s., 1,057, E. v. Reeken, 1st Oct.,—Bangkok via Kohsichang and Hoihow 21st Sept., Rice and Teakwood.—B. & S.

Hupeh, Br. s.s., 1,275, P. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal.—B. & S.

Ischia, Ital. s.s., 2,480 G. Belsito, 5th Oct.—Bombay 16th Sept., and Singapore 28th Cotton and Yarn—Carlowitz & Co.

Iyo Maru, Jap s.s. 3,302 R. Takeda, 10th Oct.—Shanghai 7th Oct Gen.—N. Y. K.

Kaifong, Br. s.s., 980, J. Warnick, 10th Oct—Iloilo 10th Sept., and Cebu 5th Oct., Gen. B. & S.

Keong Wai, Ger. s.s., 1,105, Joh. Köhler, 8th Oct.—Swatow and Bangkok 7th Oct., Teak squares and Rice.—B. & S.

Kumsang, Br. s.s, 2,080, W. G. G. Leask, 7th Oct.—Calcutta 22nd Sept., Gen.—J., M. & Co.

Locksun, Ger. s.s., 1,010, W. Taubert, 5th Oct.—Bangkok 28th Sept., Rice and Meal.—B. & S.

Machew Ger. s.s., 996, C. Wolff, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—W. & Co.

Mandasan Maru, Jap. s.s., 3,146, K. Yamamoto, 8th Oct.—Miike 2nd Oct., Coal.—M. B. K.

Mausang, Br. s.s., 1,644, G. S. Weigall, 3rd Oct.,—Sandakan 24th Sept., Timber—J., M. & Co.

Michael Jebsen, Ger. s.s., 9[illegible]0 J. Petersen, 10th Oct.—Haiphong 9th Oct., Gen.—J. & Co.

Montrose, Br. s.s., 2,8[illegible]4 Jegg, 3rd Oct.,—Callao 22nd Aug., Ballast—D. & Co.

Naoshan, Br. s.s., 1,299, C. Waun, 4th Oct.—Saigon 28th Sept., Meal and Rice.—B. & Co.

Ningpo, Br. s.s. 1,228, Pickard, 6th Oct.,—Swatow 4th Oct., Ballast.—B. & S.

Nippon Maru, Jap. s.s., 3,457, H. S. Smith, 4th Oct.—San Francisco 6th Sept., Mails and Gen.—T. K. K.

Omuro Maru, Jap. s.s., 1780, Yamaguchi, 4th Oct.—Port Arthur 29th Sept., Coal.—M. B. K.

Quarta, Ger. s.s., 1,145, H. Madsen, 7th Oct.—Macassar 29th Sept., Sugar and Gen.—J. C. J. L.

Rajah, Ger. s.s., 1,275, H. O. Reber 24th Sept.,—Rangoon 17th Sept., Wood.—B. & S.

Siberia Am. s.s., 5,655, A. Zeeder, 10th Oct.—San Francisco 13th Sept., Mails and Gen.—P. M. S. S. Co.

Soshu Maru, Jap, s.s., 1,191 K. Sakawa, 8th Oct—Anping, via Amoy and Swatow 6th Oct., Gen.—O. S. K.

Sui Sang, Br. s.s., 1,776, M. Picknell, 25th Sept.,—Ching-wan-tao 15th Coal.—C. E. & M. Co.

Thordis, Nor. s.s., 1,091, J. Jorgensen, 9th Oct. Oct.—Bangkok and Swatow 8th Oct., Rice.—Aagaard Thoresen & Co.

Tjikini, Dut s.s., 2,888, H. Koops, 8th Oct.—Batavia and Baku Papan 30th Sept., Sugar and Gen.—J. C. J. L.

Tomarac, Br s.s., 3,318, MacDonald, [illegible]th Oct.,—from New York, Kerosine oil.—Standard Oil & Co.

Touareg, Fr. s.s., 782, E. de Catalam, 9th Oct.—Haiphong 7th Oct., Gen.—M. M.

Tsintau, Ger. s.s., 1,002, Fr. Bucking, 6th Oct.—Bangkok 25th Sept., Rice and Wood.—B. & S.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,072, McIvor, 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

Steamers Expected.

Vessels	From	Agents	Due
Devanha	Singapore	P. & O. Co	Oct. 13
G. Apcar	Moji	D. S. & Co	Oct. 13
Selja	Portland	P. & A. Co.	Oct. 15
P. Waldemar	Sydney	M. & Co.	Oct. 16
Aymeric	Seattle	D. & Co., Ld	Oct. 16
China	Yokohama	P. M. Co.	Oct. 18
Monteagle	Kobe	C. P. R. Co	Oct. 18
P. Alice	Colombo	M. & Co.	Oct. 20
Empire	Sydney	G. L. & Co	Oct. 21
Chicago Maru	Japan	O. S. K.	Oct. 23
Persia	Mexico	E. H. F. Co	Oct. 25
Manchuria	San F'cisco	P. M. Co.	Oct. 28
Chiyo Maru	San F'cisco	T. K. K.	Nov. 1
Asia	San F'cisco	P. M. Co.	Nov. 8

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for:—

Kwong-chow-wan and Haiphong — Per *Touareg*, 12th Oct., 8 A.M.

Fort Bayard and Haiphong—Per *Touareg*, 12th Oct., 8 A.M.

Swatow, Amoy, and Anping—Per *Soshu Maru*, 12th Oct., 9 A.M.

Swatow—Per *Haimun*, 12th Oct., 11 A.M.

Straits and Colombo—Per *Alesia*, 11th Oct., 11 A.M.

Bangkok—Per *Rajah*, 12th Oct., NOON.

Macao—Per *Sui Tai*, 12th Oct., 1.15 P.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choshun Maru*, 13th Oct., 9 A.M.

Singapore—Per *Hangsang*, 13th Oct., 11 A.M.

Chefoo and Newchwang—Per *Paoting*, 13th Oct., 3 P.M.

Macao—Per *Sui Tai*, 13th Oct., 1.15 P.M.

Shanghai—Per *Chenan*, 13th Oct., 3 P.M.

Amoy, Iloilo and Cebu—Per *Kaifong*, 13th Oct., 3 P.M.

Kobe and Yokohama—Per *Kamo Maru*, 13th Oct., 4 P.M.

Shanghai—Per *Devanha*, 13th Oct., 5 P.M.

Haiphong—Per *Chihli*, 14th Oct., 9 A.M.

Swatow Amoy and Foochow—Per *Haiyang* 14th Oct., 10 A.M.

Tientsin — Per *Cheongshing*, 14th Oct., 11 A.M.

Macao—Per *Sui Tai*, 14th Oct., 1.15 P.M.

Manila—Per *Loongsang*, 14th Oct., 3 P.M.

Jesselton and Sandakan—Per *Mausang*, 14th Oct., 5 A.M.

Manila—Per *Zafiro*, 15th Oct., 10 A.M.

Singapore, Penang and Calcutta—Per *Kumsang*, 15th Oct., 10 A.M.

Shanghai—Per *Tjikini*, 15th Oct., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 15th Oct., 11 A.M.

Europe, &c. India: *via* Tuticorin—Per *Assaye*, 15th Oct., 11 A.M.

Macao—Per *Sui Tai*, 15th Oct., 1.15 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 15th Oct., 6 P.M.

DOCK RETURNS.

TAIKOO DOCKS.

Union at Quarry Bay Docks.
Sungkiang " "

Ships Passed The Canal.

15th September—*Ghazee, Silvia, Aragonia, Astyanax, Yorck.* 16th September—*Atsuta Maru, Kamo Maru, Cardiganshire, Dumbea, Japan, Laertes, Sikh, Perseus, Prinz Ludwig, Scandia, Wraycastle, Wakasa Maru, Segovia.* 20th September—*Senegambia, Peking, Poona.* 23rd September—*Kawachi Maru, Benvorlich, Australien, Glaucus, Namur, Patroclus, Peiho.* 27th September—*Wakasa Maru, Wyneric.* 30th September—*Seneca, Goeben, Carmarthenshire, Hitachi Maru, Orestes, Prinzess Alice, Oanfa, Indien, Tonkin.* 4th October—*Aki Maru, Braemar, Erzherzog Franz Ferdinand, Breconshire, Glenroy, Saxonia, Stentor.* 7th October—*Ceylon, Kintuck, Ville de la Ciotat*.

Arrivals at Home—13th September—*Indrasamha, Mecklenburg, Hyson.* 16th September—*Brasilia, Machaon, Arabia, Memnon, Sithonia.* 20th September—*Arabia, Keemun, Benledi, Nippon, Indradeo.* 23rd September—*Atsuta Maru, Prinz Ludwig, Theseus.* 27th September—*Konang Si, Suevia, Sunda, Benavon.* 30th September—*Peiho, Australien.* 4th October—*Segovia, Scandia, Cardiganshire, Glaucus.* 7th October—*Goeben, Polyphemus. Hitachi Maru.*

VISITORS AT THE HOTELS.

PEAK.

Alabaster, Mr. & Mrs.
Anderson, Col & Mrs.
Aubrey, Dr.
Bates, Mr.
Bayard, Col.
Bell, Capt. R.A.M.C.
Bowdler, Mrs.
Brewer, Miss
Creureville, Countess and maid.
Edwards Mr. and Mrs.
Fayrer, Sir Joseph and Lady
Finch, Capt. and Mrs.
Frisk, F. A.
Gall, J.
Greye, H. de
Guthrie, Capt. & Mrs.
Haseland, F. A.
Highton, Eng.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss.
Jacks, P.
Klimanek, P.
Koblschmidt, Mr. & Mrs
Koren, E.
Lander, Lt. Col.
Lyddon, Capt. & Mrs.
Macfarlane, Dr. & Mrs.
Martin, Mr.
Mais, M. M.
May, Mr.
Merlin, Freiderr and Freifrau von
Midwood, Col. & Mrs.
Neilson, Mr.
Page, Miss
Paulsen, H. R.
Perkins, Mr. and Mrs. P. L.
Perry, Lt. R.A.M.C.
Phillips, H. R.
Piggott, Sir Francis
Probyn, R.A.M.C., Major
Reitan, Mr.
Sinclair, A.
Stacpole, Lt.-Col.
Sutherland, Mr.
Thomas, Mrs.
Thomson, Rev. & Mrs.
Thornhill, Rev.
Topp, J. R.
Twiss, Capt. and Mrs.
Warning, Capt.
Wheston, W.
White, Mr. and Mrs.
Wilford, F. C.
Wrigley, Lt. Col. & Mrs.
Wright, Mr. and Mrs.

HONGKONG.

Allen, G. H.
Andrew, J. I.
Backhouse, J. H.
Becker, Mr. & Mrs. W.
Bell, A. G.
Best, Capt. A. H.
Bettelom, Lt. V. F.
Bliss, Mrs. J. S.
Brasseur, Mr. & Mrs. H.
Breaker, F.
Breckingham, Mr and Mrs. S.
Brown, C.
Brown, Mr. and Mrs. E. C.
Bonner, Mr. W. C.
Carr, C. M.
Claxton, A. A.
Colchett, Mrs. W. V.
Cullen, J. R.
Damm, C. A.
Dessirier, Mr.
Dorian, J. H.
Ehrenfels, Mr. & Mrs. H. C
Farmer, H.
Fenwick, J. S.
Fisher, H. G.
Forsaith, Capt. G. A.
Garibaldi, M.
Golyer, Miss K. E. de
Golyer, Mr. and Mrs. G. H. de
Goulbourn, V.
Hall, Capt. T. P.
Harrison, A.
Harrison, T. L.
Headford, J. T.
Helvering, Mr. & Mrs. E. G.
Helvering, Master
Hewett, Hon. Mr and Mrs. E. A.
Hill, Mr. & Mrs. P. H.
Hough, Dr. S.
Hugo, C.
Jack, Mrs. C. M.
Joly, P.
Kaplan, S.
King, C. R.
Kingcome, E. A.
Legendre, Dr. A.
Leigh, Miss A.
Lloyd, Mr. G. T.
Logan, W.
Lotters, J.
MacRenzie, H. G.
Marckest, Mr.
Massey, Miss K. A.
Marriott, Dr. O.
McCullough, Mr. and Mrs. E. C. child and maid
Megie, Mr. & Mrs. B.
Mendelson, E.
Moir, J. T.
Morton, Mr. and Mrs. H. J.
Moulder, A. B.
Nadolny, Mr.
Nicola, Mr.
Nitz, Mr.
Northcombe, Mr. and Mrs. F. D.
Pickard, Capt. T. W.
Place, Miss L. S.
Place Miss A.
Pandall, Mrs. S. H.
Proumen, Z.
Pruessen, C.
Putledge, Mr. and Mrs. W. P.
Rafen, Capt. F.
Ray, E. H.
Reichard, Dr. M.
Ringceme, E. A.
Rodger, R. K.
Sether, W. R.
Shank, Mr. and Mrs. T. C
Shekury, G. J.
Smith, Mr. and Mrs. Sydney
Solomon, H. H.
Spalding, Dr. and Mrs. A. D.
Spittles, J.
Square, Miss A.
Stainer, Mrs. C. E.
Thompson, Mrs. M. L.
Trautschold, W. W.
Trejdoslewicz, Dr. S. de
Underwood, J. M.
Vail, Mrs. J. W.
Vasmer, Mr. & Mrs. H.
Wawo, Capt. C.
West, H.
Whitmarsh, A.
Wigglesworth, J.
Wilson, C. H. V.
Wolf, G.
Wood, G. G.

ASTOR HOUSE.

Alton, R.
Anderson, C.
Antonelli, Mr.
Arechavata, E. P.
Babin, L.
Barker, J. E.
Barrett, O. W.
Bevington, J. J.
Brown, J.
Broc, A. de.
Buck, Mr. and Mrs. R. J.
Burke, E.
Borrell, J.
Cast, Miss M. E. V.
Coffey, E. O.
Connors, J. J.
Dzemeshkevitch, Mr. and Mrs.
Emberger, C.
Engelhard, E.
Faugue, A.
Fix, J.
Frazer, Miss M.
Gallagher, H. J.
Galley, W. W.
Greer, J. W.
Groham, H. B.
Halden, G. R.
Hamilton, J.
Hards, H. A.
Herrera, L. C.
Hoffman, Edw.
Horn, Mr. and Mrs. W.
Hurtado, Mr. and Mrs. E. L.
Jensen, C.
Jessula, J.
Kearney, J.
Kenny, R. J.
Laure, C.
Layudle, de
Leithner, H.
Lombek, O.
Longfellow, D. W.
Magner, L. J.
Mathes, J.
McDermid, A.
Miller, A.
Mody, N.
Moss, C. R.
Oldsen, H.
Pond, E. H.
Read, H. R.
Ritchey, Miss A.
Ritchey, Mrs. A. B.
Rode, W.
Rose, A. de
Samson, M.
Schreck, G.
Smith, F. W. K.
Smith, H. L.
Smith, J. R.
Teck, K.
Walker, F. W.
Wall, S.
Westworth, W. A.
Wildersen, K.
Wise, Mr. and Mrs. C. R.
Withinshaw, J. D.
Whipple, Mr. and Mrs.
Whipple, Miss M.
Schmidt, P.

ORIENTAL HOTEL.

Beebe, D. G.
Crew, Mr. and Mrs.
Ourtet, Mr.
Ermdoff, P. M.
Frank, P. A.
Hansen, E.
Johnson, Mr. and Mrs. R. D. and child
Keyt, Dr. F.
Lennox, Mr.
Lyon, H. C.
Maxfield, W.
McDonold, F. J.
Patterson, F.
Pringle, W.
Sanksen, F.
Seale, N. C.
Stewart, Capt. & Mrs. A. H. and child
Storie, A.
Taylor, R. P.
Wilson, F.

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J.
Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Gaskell, Mr. and Mrs. W. H.
Genthr. Rev. & Mrs. J.
Grant-Smith, E.
Jones, Dr. and Mrs. Evan
Knott, Mrs.
Kydd, M Mr. & Mrs. T. W.
Lammert, Mrs.
Mohlee, Mr. and Mrs.
Pearce, Mr. and Mrs.
Smith, Crowther
Smith, Miss D.
Sutton, Mr. & Mrs F.
Weigall, Mrs.
Wilson, G. L.
Wood, E. M.

CHINA COAST METEOROLOGICAL REGISTER.

October 10th, 1910, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	30.07	41	48	WNW	1	b
Nemuro	6 a.m.	29.85	—	—	WSW	3	—
Hakodate	"	30.03	—	—	W	2	—
Tokio	"	30.04	—	—	NNW	1	—
Kochi	"	30.03	—	—	SW	1	—
Nagasaki	"	30.07	—	—	E	1	—
Kagoshima	"	30.04	—	—	NNW	—	—
Oshima	"	29.87	—	—	N	5	—
Naha	"	29.62	—	—	ESE	3	—
Ishigakijima	"	29.76	—	—	NNW	9	—
Bonin Is.	"	30.08	—	—	—	o	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.26	60	49	SSW	5	c
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang	"	30.28	60	71	NE	3	b
Shanghai	9 a.m.	30.26	65	49	NNW	2	c
Gutzlaff	"	30.16	67	51	N	5	cv
Sharp Peak	"	30.05	69	—	NNE	3	b
Amoy	6 a.m	29.96	70	66	NE	3	b
Swatow	"	30.00	67	89	NE	1	h
Taihoku	5 a.m.	30.06	—	—	—	o	—
Taichu	"	29.96	—	—	N	6	—
Tainan	"	29.94	—	—	N	6	—
Koshun	"	29.91	—	—	E	2	—
Pescadores	"	29.96	—	—	N	o	—
Canton	9 a.m	30.08	75	40	NE	1	b
Hongkong	10a.m	30.07	77	48	NNE	2	b
Victoria Peak		—	—	—	ENE	3	—
Gap Rock		30.02	—	—	ENE	5	—
Macao	"	30.10	76	—	N	3	c
Wuchow	9 a.m	—	—	—	—	—	—
Hoihow		—	—	—	—	—	—
Pakhoi		—	—	—	—	—	—
Phulien	8 a.m	30.06	77	—	NE	4	c
Tourane	"	—	—	—	—	—	—
C. St. James	"	29.90	79	—	NNW	4	c
Aparri	6 a.m	29.90	75	—	NE	2	o
Manila	10a.m.	29.88	84	77	SW.	1	o
Legaspi	6 a.m	29.88	72	—	—	o	—
Bacolod	9 a.m	—	—	—	E	—	c
Iloilo	"	29.89	81	—	—	o	c
Cebu	"	29.80	83	—	E	1	c
Labuan	"	29.90	82	—	—	—	—

October 11th, 1910, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	30.31	37	67	N	2	b
Nemuro	6 a.m.	30.21	—	—	N	1	—
Hakodate	"	30.51	—	—	—	o	—
Tokio	"	30.18	—	—	NNW	2	—
Kochi	"	30.07	—	—	SW	1	—
Nagasaki	"	30.05	—	—	NNE	1	—
Kagoshima	"	30.02	—	—	NNE	2	—
Oshima	"	29.81	—	—	SE	2	—
Naha	"	29.21	—	—	ESE	7	—
Ishigakijima	"	29.89	—	—	NNW	4	—
Bonin Is.	"	—	—	—	ESE	1	—
Chefoo	6 a.m	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.37	64	48	N	7	b
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang	"	30.34	58	81	NE	2	b
Shanghai	9 a.m	30.29	68	51	NNE	4	cq
Gutzlaff	"	30.28	68	65	N	8	bv
Sharp Peak	"	30.18	67	—	N	1	b
Amoy	6 a.m	30.01	67	60	NNE	3	b
Swatow	"	30.06	66	73	NNE	1	c
Taihoku	5 a.m	30.10	—	—	NW	4	—
Taichu	"	30.02	—	—	N	4	—
Tainan	"	30.01	—	—	N	6	—
Koshun	"	29.97	—	—	E	4	—
Pescadores	"	30.02	—	—	NE	10	—
Canton	9 a.m	30.16	71	42	NE	2	b
Hongkong	10a.m	30.13	76	37	NE	1	b
Victoria Peak		—	—	—	NE	4	—
Gap Rock	"	30.10	—	—	ENE	5	—
Macao	"	30.17	73	—	N	3	b
Wuchow	9 a.m	30.25	61	—	NE	2	b
Hoihow		—	—	—	—	—	—
Pakhoi		—	—	—	—	—	—
Phulien	8 a.m.	30.15	72	—	NNE	2	c
Tourane	"	30.04	77	—	ENE	4	c
C. St. James	"	30.00	79	—	ESE	3	o
Aparri	6 a.m.	29.96	71	—	SW	2	o
Manila	10a.m.	29.96	81	85	NW	1	o
Legaspi	6 a.m.	29.89	72	—	—	o	c
Bacolod	9 a.m	—	—	—	—	1	c
Iloilo	"	29.80	80	—	—	o	b
Cebu	"	29.93	81	—	—	o	c
Labuan	"	29.94	83	—	—	—	—

	Oct. 10 at 10 a.m.	Oct. 10 at 4 p.m.
Barometer	30.07	29.98
Temperature	77	77
Humidity	48	63
Rainfall	—	—

HONGKONG TIDE TABLE.

From October 10th to 16th, 1910.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	HIGH WATER. Height	LOW WATER. Hongkong Mean Time	LOW WATER. Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	10	No inferior	high	m 8 30 nor low	2 8 water.
Tues.	11	m 0 39 No inferior	6 9 high	m 0 8 nor low	2 7 water.
Wed.	12	m 1 46 No inferior	6 6 high	m 11 22 nor low.	2 4 water.
Thurs	13	[illegible] No inferior	6 [illegible] high	m 0 9 nor low	2 2 water.
Fri.	14	m 5 0 7 56	6 7 5 1	m 0 58	1 9
Sat.	15	m 6 21 8 0 a	6 9 5 4	m 4 23 2 27 a	4 7 1 6
Sun.	16	m 7 8 8 20 a	7 6 5 8	m 1 0 3 39 a	4 6 1 7

m denotes morning.
a " afternoon.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Acting-Commander P. H. Noble	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain E. B. Kiddle	Cruising
Bramble	river gunboat	710	6	900	Lt.-Comdr B. G. Washington	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander E. H. Donovan	Wei-hai-wei
Cadmus	sloop	1,070	6	1,400	Commander H. Lynes	Hongkong
Cherub	water tank and tug	390	—	300	Master W. Smith	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. R. Veale	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. H. Lloyd Thomas	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Nagasaki
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. Guy, V.C.	Cruising
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	"
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. C. Heathcote	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Farquhar	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Borneo
Minotaur*	armoured cruiser 1st class	14,600	14	27,000	Captain Geo. C. Cayley	Cruising
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain H. L. P. Heard	"
Moorhen	river gunboat	180	2	800	Lieut.-Commander G. P. Leith	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander C. H. Woodward	Yangtse
Otter	torpedo boat destroyer	350	6	6,300	Commander H. Stevenson	Cruising
Robin	river gunboat	85	2	240	Lieut.-Commander C. L. Lucas	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander E. J. Southby	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander J. M. Barker	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Gunner W. Barlow	Hongkong
Tamar	receiving ship	4,650	6	—	Commander C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander R. J. Buchanan	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Comdr. M. B. Baillie Hamilton	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. Lloyd-Thomas	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander R. L. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	15,000	Lieut.-Commander G. B. Hartford	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander M. H. Wilding	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. B. R. Brooke	Yangtse
Woodlark	river gunboat	150	2	150	Lieut.-Commander G. F. A. Mulock	Yangtse

* Flying Flag of Vice-Admiral Sir Alfred L. Winsloe, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $15,000,000 $250,000	$2,019 3 0	£2 for first half year ending 30.6.10 @ ex 1/9⅜ =$22.45	5 %	$925 sellers £86.5
National Bank of China, Limited	99,925	7	£6	£4,009 $1 0,000	$50,552	$2 (London 2/6) for 1903	...	$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $854,183 $302,79	none	$10 for 1908	5½ %	$190 buyers
North China Insurance Company, Limited	10,000	£25	£5	£125,000 Tls. 225,000 Tls. 335,253 Tls. 146,586	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £ ,0,000 £112,148 £105,249 $713,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	%	835 buyers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,405 $199,264	$707,687	$12 for year ending 31.12.08 and interim of $5 on account of 1909	7 %	$203
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $550 348 161 168	$438,406	$6 and bonus $2 for 1908	7 %	$114½
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$255 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$57,743	Dr. $3,777	$4% for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 $100,189	Nil.	2½ for year ending 30.6.1908	...	$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 $617,500 $78,765 $15 491	$20,766	Dividend of $1½ for 30.6.10	8 %	$31 buyers
Indo-China Steam Navigation Co., Ld. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5	£5	£138,100	£7 537.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$58 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £100,000	£192,994	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1s. per sh. on ac. for '10	5 %	81/-
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$72,850 $62,681	$1,159	A dividend of 7 % A bonus of 5 % for yr. ending 30.4. 1910	5 % 6 %	$23 sellers $10
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 $83,620	Dr. $8,090	$5 for half year ending 30.6 1910	6 %	$147 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$15 buyers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1 1	£215,000 £12,289	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 71	none	$½ per share 13th dividend	5 %	$7½ sellers
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.65 for 1909 in all G $1.15		30/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.06	...	$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $31,993 $10,000	$264,847	$2½ for 1909	4½ %	$54½
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,124 $121,000	$139,765	3% for half year ended 30.6 1909	...	$50 sellers
Shanghai Dock and Engineering Co., Ld.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,[illegible],000	Tls. 6,261	Final of Tls. 3½ making Tls. 6 in all for year 30.4 1910	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 145,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4 314	Tls. 6 for year ending 29.2.10	5½ %	Tls. 97 sales
Central Stores, Limited	50,123	$15	$15	$1,000	$24,041	8% for 1909	8 %	$12½ sellers
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	175 $10,000	$1,277	$3 on old shares $1.50 on new shares for half year ending 30.6.10	5½ %	110 sales $74
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$27,9	Interim of $3½ for 1910	7 %	$100 buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	226,945 25,856	$5,471	45 cents for 1909	6 %	$7½ sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$269	$2½ for 1909	8 %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 63,969	Interim of Tls. 3 for 1910	6½ %	Tls. 111 sales
West Point Building Company, Limited	12,500	$50	$50	none	$1,958	Interim of $1.80 for 1910	8½ %	$39
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 210,000 Tls. 40,098	Tls. 10,091	Tls. 12 for year ending 31.10.09	8½ %	Tls. 10, sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	[illegible]	$9,553	50 cents for year ending 31.7.08	...	$3½
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,572	Tls. 7½ for year ending 30.9.09	10 %	Tls. 47½ buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,819	Tls. 6 for 1909	10 %	Tls 50
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 32,173	Tls. 25 for 1909	17 %	Tls 225
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,600	£648	15 % per share for 1909	...	
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6½ %	18 sellers
China Light and Power Company, Limited	50,000	$5	$5	none	$50,242	60 cents for year ended 28.2.06		$5½ sellers
Do. Do. Special shares	50,000	$1	$1				...	$1.40 sellers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	$2,602	80 cents for 1909	10 %	$8½ sa. and 8 b.
Dairy Farm Company, Limited	40,000	$7½	$6	$13,000 $1,000	$1,893	$1.20 for year ending 31.7.09	6½ %	$17¾
Green Island Cement Company, Limited	400 000	$10	$10	$13,000	$4,290	Interim of 15 cents per share for 1910	10 %	$4.65 sales
H. Price & Company, Limited	12000	$10	$10	$5,010	$670	14 per cent. viz. $1.40 for 1909	12 %	$12 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	21 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$57,616	Interim of $2 per share for 1910	6 %	$135 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$40,000	$9,176	Final of $1 making in all $2 for 1909	9 %	$10½ sellers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 61,924	Tls. 216,682	Interim dividend of Tls. 12½ 15th March Tls. 12½ 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 1,050 sales
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ %	$13 sellers
Peak Tramways Company (new)	50,000	$10	$1	none			5 %	$1½ sellers
Philippine Company, Limited	75,000	$10	$10		Ps. 18,640	None	...	18
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,821 Tls 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 121½ sales
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency ...	none none	none none	First year None	... ...	$29 sellers $800 H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$25 sellers
Steam Laundry Company, Limited	20,000	$25	$5	none	$127,86	10 % for year ending 31st May 1910	8 %	$5½ sellers
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$7
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$142	15 % per ordinary sh. for year ended 31.5.10	5 %	$11½ sellers
Watkins Limited	10,000	$10	$10	none	$1,041	35 cents for 1909	5 %	$5 sellers
Watson (A.S.) & Co., Limited	90,000		$10	$100,000 25,000	$2,613	3 % for 1909	...	20½ buyers
William Powell, Limited	15,000	$7		none	$781	None	...	$2 buyers

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Hotel.

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,
Telephone No. 907.

A PLEASANT RESORT OF HONGKONG.

Iced Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandahs.

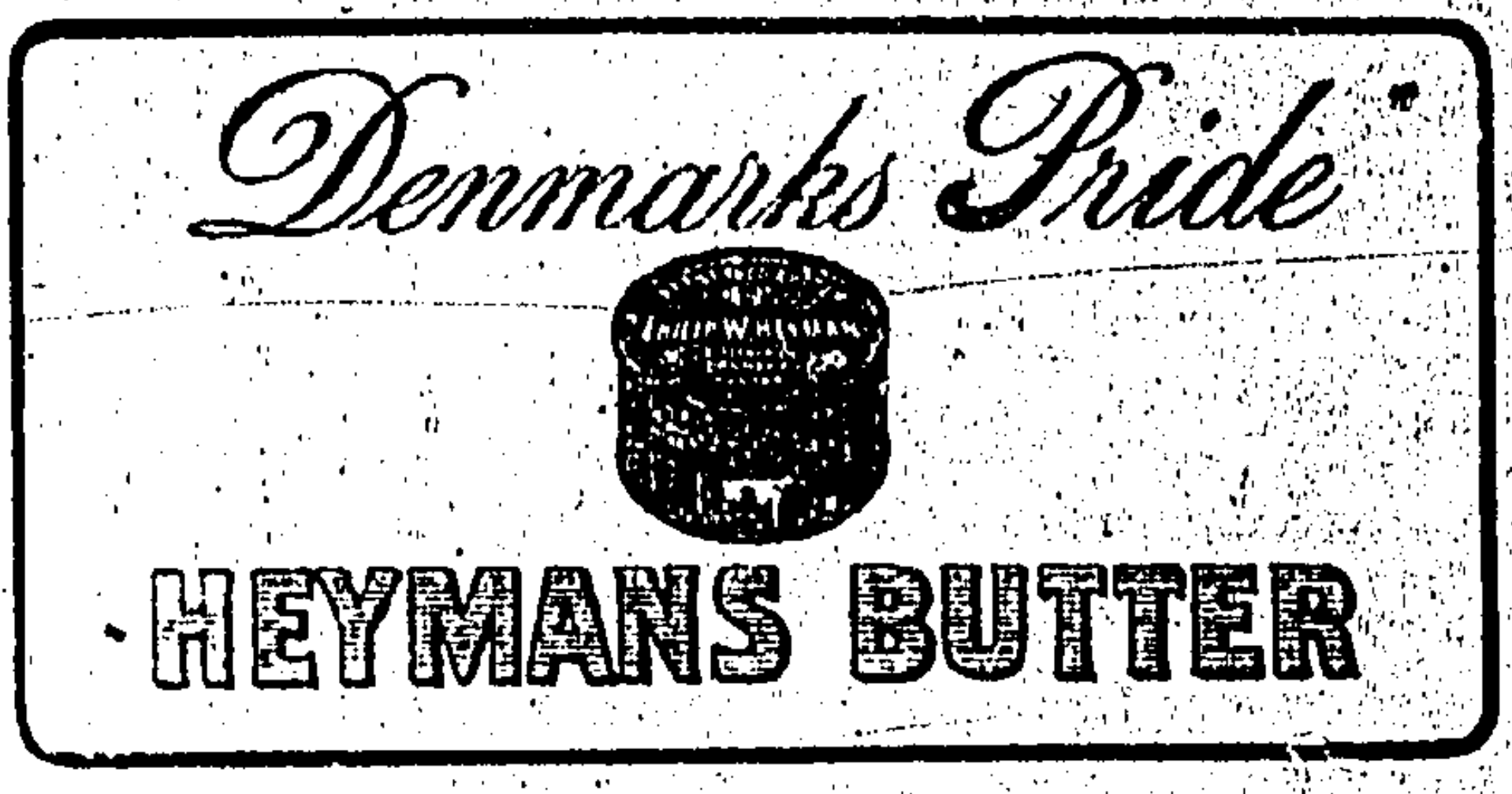
MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

W. GALLAGHER,
Manager.

Hongkong, 6th October, 1910. [26

Intimations



SIEMSSEN & CO., Sole Agents. 49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April 1909. [illegible]

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by
A CHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

同 本 隆 廣 李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

25th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 9th August, 1909.

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ASSOCIATION OF LONDON,
A Selection of Best Varieties of their famous and tested
VEGETABLE and FLOWER
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GARDEN FERTILISERS,
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The Science of the Hand.
The Art of Modern Conjuring.

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Hongkong, 7th October, 1910. [13

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Rohilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at S. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. [592

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